

**BLACK PAPER  
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**GWYNFOR  
EVANS  
M.P.**

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## FOREWORD

**T**HE Welsh self-government movement is growing powerfully these days. More and more Welshmen are becoming convinced that it is time to change radically the system of government established in 1536, when Wales was incorporated in England.

The questions in this pamphlet are a selection from those I asked between July 21 — August 18 and October 18 — December 22. The answers help to explain the growing conviction that the Government of Wales should be on Welsh soil and not at Westminster.

GWYNFOR EVANS.

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## INTRODUCTION

**N**O recognition, or amelioration of Wales' social, political or proper economical needs can be expected from any Whitehall Government. This is a fact.

And anyone who doubts this fact, will have his doubts dispelled by reading the Ministerial answers to my questions on Welsh affairs.

To avoid charges of "quoting out of context," questions and answers are printed in their original form.

The explanatory notes highlight the implications of the answers to Wales and its people.

## HOME RULE

MR. GWYNFOR EVANS asked the Prime Minister if he would introduce legislation to give an independent Parliament to Wales.

MR. WILSON: No.

MR. EVANS: In view of the fact the three candidates in the recent Carmarthen election who supported a Parliament for Wales were given 95 per cent. of the vote, in view of the appalling record of a long succession of London Governments in Wales, and in view of the fact that Wales as a nation has a moral right to self-government—will not the Prime Minister give this matter urgent consideration?

MR. WILSON: While no-one will query the mandate the Hon. Member received in his own constituency, I am not aware there are any other members in this House acting under the same mandate, and we should need more than one vote to carry through this particular legislation.

Whatever his disappointments with certain previous Governments, so far as Wales is concerned he will be the first to acknowledge that a great deal has been done in the last two years for getting more industry established in Wales, as the facts and figures will justify.

MR. JAMES GRIFFITHS (Llanelli, Lab.): The overwhelming majority of the Welsh people appreciate deeply that he has given fuller recognition to Wales than any previous administration.

The best advice I can now give to my compatriot is to ask him to co-operate with the Secretary of State to bring about effective reform of local government in Wales, including if they so desire, a regional council, rather than chase will o' the wisps.

## VOTES COUNT

Mr. Wilson's statement that it would require more than one vote to secure self-government for Wales seems to imply (a) that Labour home-rulers in Parliament are not regarded in London as being in favour of self-government for Wales.

The only vote for it at Westminster, according to Mr. Wilson, is the Plaid Cymru Member.

(b) That winning self-government for Wales depends on getting enough Members at Westminster who are regarded as "Votes" in its favour, i.e. when enough Welsh people support Plaid Cymru.

## OUR ECONOMY

MR. GWYNFOR EVANS asked the Secretary of State for Wales if the Welsh Economic Council has yet considered the Welsh Economic Development Plan which is to be published early next year.

MR. GEORGE THOMAS: Consultations with the Welsh Economic Council have so far been on parts of the material to be included in the White Paper on Wales. A complete draft of the White Paper will be seen by the Council as soon as it is ready.

MR. EVANS: I thank the Hon. Gentleman for that reply, but does he realise what a disgraceful situation exists now, 26 months after Labour came to power, which suggests that the Welsh Economic Council is not taken seriously by the Government, that planning in Wales is not taken seriously and that the Welsh nation is not taken seriously?

MR. THOMAS: The Hon. Gentleman must realise that this Plan deals with the long-term interests of the Welsh people. We are determined that it shall be the best plan possible. There never has been and never will be a Government with a greater interest in Wales.

The atrocious failure of Whitehall Government in Wales has reduced our national life to tattered shreds. Its main justification has been economic: but in the economic as clearly as in the social and cultural fields the English system is seen to have broken down in Wales.

## NO PLAN

This is apparent in the failures of a long succession of Governments—the present Government has demonstrated the failures of “13 wasted years of Tory rule”—but it was never clearer than in the failure of a Labour Government, for which “planning” is the magic word, to produce a development plan for Wales.

What is one to say of a Welsh Economic Council which has not yet once considered a Welsh plan?

## ECONOMIC COUNCIL

MR. GWYNFOR EVANS asked the Secretary of State for Wales how many meetings the Welsh Economic Council has held to consider an economic development plan for Wales; and when such a plan will be published.

MR. HUGHES: All the deliberations of the Welsh Economic Council are relevant to economic planning for Wales, and I shall consult the Council further about the White Paper which my Department is now preparing in conjunction with numerous other Departments and other bodies. As to the date of publication, I would refer the Hon. Member to the reply given by my Hon. Friend the Minister of State to the Hon. Member for Monmouth on 21st July.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what is the complement of the research staff which the Welsh Economic Council has at its service.

MR. CLEDWYN HUGHES: Four of the technical officers in the Planning Services Division of the Welsh Office are engaged full time on economic planning and, through the Welsh Planning Board, the services of research officers in other Government Departments are also available to the Council.

## PLANNING

A Welsh Government would years ago have concentrated its resources on the work of planning the balanced development of Wales, where the situation is far more critical than it ever was in England.

London Government is wholly lacking in a sense of urgency in Welsh affairs.

The fate of a small nation on the periphery, whose people are only five per cent. of the population of this island, has never been a matter of real concern to it.

## NO DEVELOPMENT

MR. GWYNFOR EVANS asked the Secretary of State for Wales on what date the Welsh Economic Council will publish a development plan for Wales.

MR. GEORGE THOMAS: The Government's White Paper on Wales will be published as early as possible next year, after full consultation with the Welsh Economic Council.

MR. EVANS: Is not the Minister aware that several times in the last year we have had announcements that there would be published in the near future a development plan for Wales? Does not he realise that the public are losing patience with the Government inasmuch as they have not even started developing Wales in an economic sense, and there is a widespread fear that, even when this plan is published, it will be no more than a study of a region?

MR. THOMAS: The Hon. Gentleman is even more diffuse than usual. The White Paper will deal with a wide plan for the future development of Wales. He ought not to anticipate what it will be. Already, we have ensured for Wales last year the introduction of 123 new factories or extensions of factories.

MR. GWYNFOR EVANS asked the Secretary of State for Wales why the Chairman of the Welsh Planning Board, whose office was in Cardiff, was replaced by a civil servant born in the Potteries and resident in Buckinghamshire and whose offices remain in London; and how often he visits Wales.

MR. CLEDWYN HUGHES: This was not a matter of replacement but of a growing volume of work which required an addition to the senior staff and a sharing of duties. I count myself fortunate in having been able to recruit a distinguished civil servant of wide experience, who is now devoting his energies to the work in both my London and Cardiff offices and who will, I am sure, render great service to Wales.

MR. GWYNFOR EVANS asked the Secretary of State for Wales how many members there are of the Welsh Planning Board; and what are their qualifications.

MR. CLEDWYN HUGHES: Six Government Departments are represented on the Welsh Planning Board and other Departments are represented as necessary. These representatives are the senior civil servants in Wales or are officials qualified in their own particular professional or technical fields.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what training courses have been arranged for economic planning staff of the Welsh Planning Board.

MR. CLEDWYN HUGHES: The professional officers of Government Departments who take part in the work of the Welsh Planning Board are all fully trained and qualified in their particular fields.

## POPULATION

These figures illustrate the truth that depopulation in Wales is not just a rural phenomenon. It afflicts urban and rural areas alike throughout the 13 counties. Large areas of rural Carmarthenshire have been devastated by depopulation, but the towns have not grown proportionately.

Four of the five towns had smaller populations in 1965 than they had in 1935. Llanelli's population dropped by nearly 9,000 in that period, while this large and rich county as a whole suffered an absolute loss of over ten thousand people.

## TRENDS

Population trends reflect the efficiency of Government in the economic field. In the period during which the population of England increased by 28 per cent. (and Continental countries by a higher percentage), the population of Wales increased by only one per cent. Since the excess of births over deaths in Wales between 1921 and 1966 was about 575,000, our country's population should have increased by at least that number.

Taking immigration and longer life expectancy into account, the increase of population in Wales should have been about 750,000. In fact, it increased by the equivalent of the excess of births over deaths in the single year 1921.

In this period rural and industrial Wales saw terrible poverty and unemployment, resulting in mass depopulation and migration. About three-quarters of a million Welshmen had to leave their country in search of work.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what is the annual estimate of the population in Carmarthenshire, and of the boroughs of Carmarthen, Llandovery and Llanelli, and the urban districts of Llandeilo and Ammanford for each of the years 1935 to 1965.

MR. CLEDWYN HUGHES: The information is as follows:

	County	C'then M.B.	Llandovery M.B.	Llanelli M.B.	Llandeilo	A'ford U.D.
1935	176,900	10,770	2,034	37,890	1,938	7,130
1936	176,390	10,850	2,050	37,730	1,929	7,117
1937	174,090	10,950	2,032	37,120	1,909	6,958
1938	172,700	10,860	2,006	36,890	1,902	6,906
1939	171,980	10,940	1,999	36,590	1,891	6,793
1940	172,920	11,700	1,988	36,000	2,104	6,624
1941	180,390	12,590	2,214	35,490	2,312	7,133
1942	172,180	12,050	2,105	34,200	2,110	6,920
1943	165,810	11,310	2,010	33,220	1,951	6,662
1944	164,490	10,280	2,031	33,360	1,902	6,543
1945	162,670	10,020	1,943	33,400	1,886	6,403
1946	165,070	10,240	1,951	34,300	1,881	6,495
1947	168,400	12,200	1,849	34,720	1,910	6,492
1948	170,200	12,490	1,826	34,980	1,886	6,510
1949	170,800	12,540	2,036	33,630	1,940	6,395
1950	171,730	12,660	2,051	33,630	2,020	6,618
1951	170,600	12,080	2,034	33,870	1,949	6,561
1952	170,700	11,910	1,965	33,260	1,882	6,570
1953	170,900	11,970	1,960	32,880	1,860	6,641
1954	171,100	11,870	1,930	32,770	1,880	6,730
1955	170,800	11,850	1,940	32,120	1,880	6,710
1956	170,400	11,840	1,910	31,900	1,860	6,700
1957	170,300	11,860	1,950	32,110	1,840	6,680
1958	169,300	11,870	1,960	31,770	1,830	6,620
1959	168,700	11,980	1,960	31,430	1,810	6,560
1960	168,250	12,080	1,970	31,200	1,810	6,520
1961	166,800	12,830	1,980	29,900	1,900	6,240
1962	167,110	12,910	1,990	29,800	1,880	6,250
1963	166,560	12,900	1,990	29,510	1,880	6,200
1964	166,600	12,820	2,020	29,270	1,930	6,250
1965	166,320	12,830	1,990	29,120	1,930	6,200

MR. GWYNFOR EVANS asked the Minister of Health by what proportion and by what numbers the populations of England and Wales, respectively, have increased since 1921.

MR. LOUGHLIN: Between 1921 and 1965 the home population of England increased by some 9,842,000, or 28 per cent. In the same period the home population of Wales increased by some 35,000, or just over one per cent.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what was the total population of Wales in each of the years between 1921 and 1966; and what was the estimated excess of births over deaths in Wales during that period.

MR. CLEDWYN HUGHES: The information is as follows:

			Home Population (Thousands)	Births	Deaths	Excess (Thousands)
1921	...	...	2,658	66,548	32,038	206 (1921—30)
1922	...	...	2,686	58,711	34,786	
1923	...	...	2,704	58,448	31,537	
1924	...	...	2,730	57,426	32,819	
1925	...	...	2,737	54,935	33,341	
1926	...	...	2,731	52,637	30,998	
1927	...	...	2,724	46,873	33,435	
1928	...	...	2,687	46,696	31,922	
1929	...	...	2,677	44,595	33,538	
1930	...	...	2,629	43,941	30,831	
1931	...	...	2,593	42,339	33,384	61 (1931—40)
1932	...	...	2,582	49,873	32,549	
1933	...	...	2,568	39,424	33,610	
1934	...	...	2,554	39,956	31,729	
1935	.....	...	2,538	39,187	32,238	
1936	...	...	2,517	37,909	32,093	
1937	...	...	2,479	37,175	33,197	
1938	...	...	2,466	37,625	31,941	
1939	...	...	2,465	37,402	33,398	
1940	...	...	2,489*	39,319	35,585	

\*Civilian Resident

				Home Population (Thousands)	Births	Deaths	Excess (Thousands)
1941	...	...	...	2,626*	39,886	35,837	126 (1941—50)
1942	...	...	...	2,527*	43,130	31,260	
1943	...	...	...	2,459*	43,270	31,469	
1944	...	...	...	2,424*	46,730	30,987	
1945	...	...	...	2,411*	41,415	31,892	
1946	...	...	...	2,489*	47,456	31,547	
1947	...	...	...	2,501*	51,163	33,291	
1948	...	...	...	2,553*	47,175	30,095	
1949	...	...	...	2,571*	44,337	32,109	
1950	...	...	...	2,599	42,776	33,295	
1951	...	...	...	2,599	41,270	36,005	87 (1951—60)
1952	...	...	...	2,590	41,388	31,005	
1953	...	...	...	2,596	41,528	31,392	
1954	...	...	...	2,601	40,256	32,822	
1955	...	...	...	2,603	38,876	33,938	
1956	...	...	...	2,608	40,915	32,438	
1957	...	...	...	2,611	41,645	32,696	
1958	...	...	...	2,615	42,460	32,642	
1959	...	...	...	2,622	42,262	32,134	
1960	...	...	...	2,629	44,147	32,715	
1961	...	...	...	2,635	44,923	33,705	63 (1961—65)
1962	...	...	...	2,653	45,382	33,781	
1963	...	...	...	2,663	47,006	34,763	
1964	...	...	...	2,676	47,502	32,746	
1965	...	...	...	2,693	46,292	33,062	
1966	...	...	...	Not available			

\*Civilian Resident

## MEN AT WORK

MR. GWYNFOR EVANS asked the Secretary of State for Wales what number of male insured workers there were in Wales in each of the 10 years between 1956 and 1966.

MRS. SHIRLEY WILLIAMS: I have been asked to reply.

The annual mid-year estimates of the numbers of male employees (including the registered unemployed) were, in thousands:

1956	...	...	...	...	684,000
1957	...	...	...	...	686,000
1958	...	...	...	...	683,000
1959	...	...	...	...	682,000
1960	...	...	...	...	684,000
1961	...	...	...	...	685,000
1962	...	...	...	...	686,000
1963	...	...	...	...	690,000
1964	...	...	...	...	687,000
1965	...	...	...	...	685,000

Estimates for 1966 are not yet available.

MR. GWYNFOR EVANS asked the Minister of Labour how many were employed in Wales in agriculture and in the steel, tinplate and coal industries, respectively, in the years 1955 to 1965.

MRS. SHIRLEY WILLIAMS: Following is the information for Agriculture (Minimum List Heading 001 of the Standard Industrial Classification), Iron and Steel (MLH 311), which includes the production of tinplate, and coal mining (MLH 101).

Estimated numbers of Employees in Employment in Wales

		Agriculture	Iron and Steel	Coal mining
Mid-1955	...	24,700	64,000	123,600
Mid-1956	...	22,400	67,600	119,000
Mid-1957	...	21,800	69,700	121,700
Mid-1958	...	20,600	64,300	118,600
Mid-1959	...	21,000	66,100	113,800
Mid-1960	...	19,400	71,700	104,200
Mid-1961	...	18,400	72,800	99,500
Mid-1962	...	17,500	68,900	96,300
Mid-1963	...	17,600	71,900	94,700
Mid-1964	...	15,300	75,200	90,400
Mid-1965	...	12,900	74,900	84,100

Separate figures for the production of tinplate are not available.

## LESS WORK

These figures again reflect the lack of development in Wales. In 1965 the number of men employed in Wales was, within a thousand, the same as it was ten years before. We shall find that the number fell again in 1966.

In two of the three main Welsh industries there were steep falls in the numbers employed.

The numbers in steel, also, are now declining. The position is grave because conditions have not been created to secure adequate alternative employment in Wales.

## NO WORK

MR. GWYNFOR EVANS asked the Secretary of State for Wales what percentage of the insured workers of Carmarthenshire are now unemployed; and by how much the number has increased since the end of July.

MRS. SHIRLEY WILLIAMS: I have been asked to reply.

The rate of unemployment in Carmarthenshire at 10th October, 1966 was 7.9 per cent. Total numbers registered as unemployed increased by 2,175 since 10th July, 1966 when the rate was 3.6 per cent.

The increase of 2,175 in Carmarthenshire is almost entirely accounted for by the rise of 2,038 at Llanelli, where, on 10th October, 1966 2,000 workers were temporarily stopped.

MR. GWYNFOR EVANS: To ask the Minister of Labour, how much he estimates the recent economic measures will increase unemployment in Carmarthenshire.

MR. GWYNFOR EVANS: To ask the Minister of Labour, how many unemployed people are expected in the 13 counties of Wales in the winter of 1967 following the Government's recent economic measures.

MR. GUNTER: I will, with permission, answer questions together. Estimates of unemployment in these areas cannot be given but one of the main aims of the Government's policies is to reduce the difference between the rates of unemployment and the national average in areas where the rate has been persistently above average.

## NO JOBS

MR. GWYNFOR EVANS: To ask the President of the Board of Trade what special measures the Government are now taking to create employment in Carmarthenshire, where the rate of unemployment on 10th October was 7.9 per cent.

MR. DOUGLAS JAY: I shall continue to encourage the establishment of new industry and the expansion of existing industry by the full use of my powers under the Local Employment Acts reinforced by the investment incentives under the Industrial Development Act.

The increase in the rate of unemployment in Carmarthenshire to 7.9 per cent. in October was largely accounted for by temporary stoppages.

Unemployment in Carmarthenshire was already well above the two per cent. which Mr. Wilson said he could tolerate when the Government adopted a policy of deliberately creating more unemployment. The policies in regard to deflation and Select Employment Tax were not tempered in their application to Wales.

To throw more Welshmen on the dole or drive them out of their land was unforgivable. But it was typical of the unconcern of London Governments for the welfare of Wales.

MR. GWYNFOR EVANS asked the Minister of Labour what plans the Government has to redeploy the remainder of the 39,362 persons registered as unemployed in Wales on 14th November, 1966, when all the 7,644 vacancies in Wales on 9th November, 1966, have been filled.

MRS. SHIRLEY WILLIAMS: The Employment Exchanges will continue to help the unemployed to find suitable work. The notification and filling of vacancies are a continuing process not limited to a particular figure for a particular day. In general, the Government's economic policy aims at the provision of additional employment opportunities in development areas.

Not only was unemployment heavier in Wales than in any region of England or Scotland, but there were also less vacancies here. This reflects the lack of development which caused depopulation and migration throughout the years.

MR. GWYNFOR EVANS asked the Minister of Labour what is the ratio of vacancies to persons unemployed in England and Wales, respectively.

MR. GUNTER: The ratios of unfilled vacancies to persons wholly unemployed in England and Wales in November, 1966 were 1 to 1.5 and 1 to 4.7, respectively.

In England the proportion of vacancies was over three times as high as in Wales, though in Wales the proportion of unemployed persons was nearly twice as high as in England.

MR. GWYNFOR EVANS asked the Minister of Labour what percentage of those registered as unemployed in Wales and in England, respectively, are stopped temporarily, school leavers, and wholly unemployed, respectively.

MR. GUNTER: Following is the information for 14th November, 1966.

	Wales per cent.	England per cent.
Temporarily stopped ... ..	7.9	27.7
School leavers ... ..	7.7	0.5
Wholly unemployed (excluding school leavers)	90.4	77.8

Here again the position is worse in Wales than in England—both the proportions of wholly unemployed and school leavers are higher.

MR. GWYNFOR EVANS asked the Minister of Labour how many of the 39,362 persons who were registered as unemployed in Wales on 14th November, 1966, have now been redeployed into the 7,644 unfilled vacancies which existed in Wales on 9th November, 1966.

MRS. SHIRLEY WILLIAMS: This information is not available.

MR. GWYNFOR EVANS asked the Minister of Labour what percentage of persons thrown out of employment in Wales since July has found work in Wales; what percentage has left Wales; and what are the numbers involved.

MR. GUNTER: This information is not available for similar reasons to those given in my reply of 11th November to the Hon. Member for Oswestry.

Detailed figures showing the numbers who have to leave Wales would reveal a much grimmer situation than unemployment figures alone do. But for migration the Welsh employment figures would be fantastically high.

MR. GWYNFOR EVANS asked the Minister of Labour what percentages of persons wholly unemployed are for personal reasons difficult to replace in employment in England and Wales, respectively.

MR. GUNTER: The survey of the characteristics of the unemployed, carried out in October, 1964, showed 59.3 per cent. in England and 56.3 per cent. in Wales.

This shows that it is lack of jobs, not peculiar personal difficulties, which accounts for the high unemployment rate in Wales.

## PIT CLOSURES

MR. GWYNFOR EVANS asked the Minister of Power, in view of the fact that there were 39,362 persons registered as unemployed in Wales on 14th November, 1966, and only 7,644 vacancies, if he will seek further consultations with the National Coal Board with a view to adjusting the colliery closure programme to prevent the further closure of coal mines in Wales.

MR. MARSH: I shall continue to maintain close consultation about the colliery closure programme with the Chairman of the National Coal Board. At present there is a substantial shortage of miners in South Wales and jobs can be offered to all able-bodied men likely to be affected by pit closures, provided they are willing to transfer.

It is intolerable that mine closures should continue at a time of high unemployment.

## DEVELOPMENT

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, in view of the recent rise in unemployment to what extent he has revised his estimate that the excess of labour supply over demand in South Wales could increase by some 30,000 by 1971.

MR. HUGHES: I hope to receive shortly the views of the Welsh Economic Council on the effects of the credit squeeze. All developments which may affect the long-term labour situation are kept under constant review by the Government and my Rt. Hon. Friend the President of the Board of Trade is continuing to encourage the introduction of additional employment in Wales through the use of his powers under the Local Employment Acts 1960-66 reinforced by the Industrial Development Act 1966. Our object is to provide full demand to match the labour available in Wales in 1971 and later.

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, in view of recent employment figures if he is satisfied that the programme to encourage Welsh industrial development will be sufficient to meet the needs of those who will become redundant between now and 1970.

MR. HUGHES: I have confidence in the longer term industrial prospects for Wales; my Rt. Hon. Friend the President of the Board of Trade is providing very substantial employment opportunities. Some temporary rise in unemployment is inevitable during the present period of restraint; but I am keeping a close watch on the situation and, if additional measures are needed, the Government will not hesitate to take them.

MR. GWYNFOR EVANS asked the Secretary of State for Wales if the Government have now revised their estimate of the need for 30,000 new jobs in Wales by 1970; and what is the current estimate.

MR. CLEDWYN HUGHES: The estimate of 30,000 related to the possible excess of male labour over demand in South Wales by 1971 if trends continued unchanged. As I explained in answer to the Hon. Member on 28th November, developments which may affect the long-term labour situation are kept under review by the Government and my Rt. Hon. Friend the President of the Board of Trade is continuing to encourage the introduction of additional employment in Wales with the object of providing full demand to match the labour available in Wales in 1971, and later.

Government spokesmen continue to make optimistic statements despite an obviously deteriorating situation in Wales.

The importance of keeping low the estimate of new jobs needed by 1970-71 is that energetic and costly development measures can be avoided.

If far more than 30,000 new jobs will be required the need for an effective plan and expensive roads and efficient railways would be obvious.

The Government has no intention of adopting radical and costly measures in Wales. Hence its hopeful forecasts.

MR. GWYNFOR EVANS asked the President of the Board of Trade how many inquiries were received from industrialists for factory space in Wales in the years 1955 to 1965; how many factories were established as a result; how many men and women they employ; and what are the figures for 1964-65 and 1965-66.

MR. JAY: No record is available of inquiries from 1955 to 1965. In that period at least 119 firms not previously operating in Wales are known to have established there and, at the last available date, employed some 20,400 people, of whom about three-fifths were men.

In each of the years, ending October, 1965, and October, 1966, 19 firms were established in Wales and they so far employ 4,500, over half men.

MR. EVANS: I thank the President of the Board of Trade for his reply, but does he wonder that, with a little more than 7,000 vacancies and nearly 40,000 unemployed people in Wales, despite the heavy loss by migration, the people of Wales increasingly regard government from London as a failure, whichever Party is in power?

MR. JAY: I think the Hon. Gentleman makes a mistake, though I am sure that the people of Wales do not, in forgetting that most of the expansions in employment are the result of extensions of existing firms and not of the arrival of new firms in the area.

Note how small are these factories of which so much is heard from the Government, and how small is the number of people employed.

They are valuable and important but their effect on the developing Welsh unemployment problem is only marginal. In Carmarthenshire the nine new firms employed a total of 200 men—an average of just over twenty.

MR. GWYNFOR EVANS asked the President of the Board of Trade how any inquiries were received from industrialists for factory space in Carmarthenshire and in the Carmarthen constituency, respectively, in 1964-65 and in 1965-66; how many factories were established as a result; and what numbers of men and women they employ.

MR. JAY: No record is available about inquiries for particular areas. The number of occasions on which locations in Carmarthenshire and Carmarthen constituency have been suggested to industrialists is:—

			Year ended October	
			1965	1966
Carmarthenshire	...	...	122	135
Carmarthen constituency	...	...	2	13

As a result of these (or earlier) suggestions, nine firms not previously operating in Wales became established in Carmarthenshire in the two years in question. Two of these firms are in Carmarthen constituency. The nine firms now employ nearly 500 people of which some two-fifths are men. The firms expect to employ more when in full production.

## TRAINING

MR. GWYNFOR EVANS: To ask the Minister of Labour, how many applications have been received for places in the two Government centres in Wales for industrial training during the last 12 months; and how many have been refused.

MRS. SHIRLEY WILLIAMS: During the 12 months ended 31st October, 1966, there were 2,829 applicants for training at the two Government Training Centres in Wales. Of these 582 were accepted and were allocated to places, 676 subsequently withdrew their applications, 317 were found unsuitable at selection stage, 430 were awaiting allocation and 824 were under consideration at the end of the period.

As with factories, so with re-training, the measures taken are valuable but inadequate. There were nearly 40,000 unemployed in Wales in November, 1966, but during the preceding 12 months only 582 were re-trained. Of course, even when they are re-trained, there is a desperate shortage of jobs in Wales for them.

MR. GWYNFOR EVANS asked the Minister of Labour what is the percentage of apprenticeships gained by entrants to industry in Wales and in England, respectively.

MRS. SHIRLEY WILLIAMS: The figures for the last five years are as follows:

Year	Boys		Girls	
	Wales	England	Wales	England
1962	25.8	36.4	4.1	7.0
1963	24.6	33.5	3.3	5.8
1964	29.4	36.3	4.4	6.0
1965	36.3	40.6	4.4	6.5
1966*	36.9	42.7	5.1	7.0

\* First ten months.

Note that the percentage of apprenticeships is consistently lower in Wales than in England for both boys and girls.

The position in Welsh rural areas is very grim.

MR. GWYNFOR EVANS asked the Minister of Labour how many persons re-trained in the two Welsh Training Centres have, since re-training, found work in Wales.

MRS. SHIRLEY WILLIAMS: During the period 1st October, 1965, to 30th September, 1966, 702 people completed training at the two Government Training Centres in Wales. Of the 660 who came from places in Wales, 589 had obtained employment in Wales and 38 outside the Principality by 30th September.

MR. GWYNFOR EVANS asked the Minister of Labour when the proposed new Training Centre in Wales will come into operation.

MR. GUNTER: Provided a site can be found fairly quickly, I expect the Centre to open in 1968-69.

## MONEY FOR FACTORIES

MR. GWYNFOR EVANS: To ask the President of the Board of Trade, what was the sum capital expenditure on industry in Wales for each year in the period 1955 to 1966.

MR. DOUGLAS JAY: The following is the information:

Capital expenditure by manufacturing establishments in Wales

	£ million
1955	53
1956	49
1957	67
1958	62
1959	60
1960	91
1961	124
1962	97
1963	59 (1)
1964	57 (1)
1965	56 (1)

(1) Provisional figures.

An estimate for 1966 is not yet available.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what investigation the Welsh Office and the Welsh Economic Council made before the Government's decision to apply for entry into the European Common Market into the probable effects on the Welsh economy of British entry; and if a study will be published.

MR. CLEDWYN HUGHES: I would refer the Hon. Member to the Statement made by the Prime Minister on 10th November. The Government have under continuous examination the implications of possible membership of the European Economic Community for Wales as well as the rest of the United Kingdom.

## COMMON MARKET

The Government never considers the effect of any of its measures on Wales before deciding on them. It considers carefully what is best for England.... Sometimes it inquires about the effect on Wales after the decision has been made.

Our need is for a Government which will put Wales first. Only a Welsh Government will do that.

## EDUCATION

MR. GWYNFOR EVANS: To ask the Secretary of State for Education and Science, how many members of the staff of technical colleges in Wales have been trained as teachers; and how many have not.

MR. EDWARD REDHEAD: The following table shows qualification of teachers in full-time service in grant-aided establishments for further education in Wales, at 31st March, 1964:

Trained in colleges of education (technical)						
Graduates	...	...	...	...	...	14
Non-graduates	...	...	...	...	...	89
Total	...	...	...	...	...	103
Trained elsewhere						
Graduates	...	...	...	...	...	290
Non-graduates	...	...	...	...	...	145
Total	...	...	...	...	...	435
Not trained						
Graduates	...	...	...	...	...	484
Non-graduates	...	...	...	...	...	678
Total	...	...	...	...	...	1162

(1) Trained in colleges of education in England and Wales other than colleges of education (technical). The heading "Not trained" includes a small number of teachers trained outside England and Wales.

MR. GWYNFOR EVANS: To ask the Secretary of State for Education and Science, what proportion of teachers educated in Welsh university colleges and Welsh colleges of education during the years 1955-65, inclusive, obtained posts in Wales.

MR. EDWARD REDHEAD: This information is not at present available.

MR. GWYNFOR EVANS: To ask the Secretary of State for Education and Science, how many teachers joined the staffs of schools in Wales in 1956 and in 1966; and what is the estimate for 1970.

MR. EDWARD REDHEAD: I regret that this information is not available in the form requested. However, during the main recruiting season from 1st April to 1st October, 1966, 834 teachers took up their first permanent appointment in maintained primary or secondary schools in Wales. The earliest comparable figure available for the same period in 1958, is 498. I can give no reliable estimate of the corresponding figure for 1970.

MR. GWYNFOR EVANS asked the Secretary of State for Education and Science what was the student intake into Welsh colleges of education in 1956;; what it was in 1966; and what is the estimate for 1970.

MR. REDHEAD: Non-graduate entrants to courses of initial teacher training in the Welsh colleges of education numbered 814 in 1956. Their combined intake target for the next few years, which they proposed in response to my Rt. Hon. Friend's request of July, 1965, for a more productive use of college facilities, is about 2,100, but I am glad to say that they have already exceeded this with a provisional figure of 2,131 for their 1966 intake.

## WALES NOT CONSIDERED

The teacher situation illustrates the way in which Wales is governed for the benefit of England. The number of teachers trained in Wales is being continually increased, not because they are needed in Wales (a Government imposed quota restricts the number who can be employed in Wales). It is dictated by England's needs.

There, the variety of more lucrative posts open to young people means that there is a shortage of teachers.

Therefore able Welsh young people are driven en masse through Welsh colleges to English schools—a brain-drain far more serious than anything England suffers from.

In one type of education institution there is an urgent need in Wales for trained teachers—in technical colleges.

The above figures show that this type of further education establishment, so important to our industrial life, has only a small proportion of trained teachers.

## ROADS

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, how many miles of motorways and dual carriageways are to be built during the years 1965 to 1970 in the six counties of West Wales—Carmarthenshire, Pembrokeshire, Cardiganshire, Merionethshire, Caernarvonshire and Anglesey.

To ask the Secretary of State for Wales, what sum of money was expended on dual carriageways and motorways during the period 1960-65 in the six counties of West Wales—Carmarthenshire, Pembrokeshire, Cardiganshire, Merionethshire, Caernarvonshire and Anglesey; and how much is to be spent in these six counties during the period 1965-70 on dual carriageways and motorways.

MR. HUGHES: Between 1960 and 1965 £103,000 was spent on the construction of 1.3 miles of dual carriageway in Pembrokeshire.

Between 1965 and 1970 work is expected to start on the construction of 1.5 miles of dual carriageway in Caernarvonshire at a cost of about £145,000, and 1.34 miles in Carmarthenshire at a cost of about £750,000.

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, how many miles of **reconstructed trunk** roads will have been built between 1965 and 1970 in the six counties of Western Wales, namely, Carmarthenshire, Pembrokeshire, Cardiganshire, Merionethshire, Caernarvonshire and Anglesey.

MR. DAVIES: Of the 350 miles of new and reconstructed trunk roads expected to be completed in Great Britain in 1965-1970 as the result of major schemes, **32** miles will be in Wales, including **three** in the six counties of West Wales. There will also be a substantial further mileage of roads reconstructed as the result of smaller improvement schemes.

MR. GWYNFOR EVANS asked the Secretary of State for Wales where in Pembrokeshire are the 1.3 miles of dual carriageway upon whose construction £103,000 was spent between 1960 and 1965.

MR. IFOR DAVIES: I regret very much that, when the information for my Rt. Hon. Friend's reply to the Hon. Member's Question on 27th July, 1966, was extracted, the new Penally By-pass was incorrectly included. The only dual carriageway in Pembrokeshire is a very short length (about one-tenth of a mile) at Dredge-man's Hill which cost £13,000.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what percentage of the total United Kingdom expenditure on motorways and dual carriageways was spent in Wales in each year from 1960 to 1965, inclusive; and what percentage of the total United Kingdom expenditure on these roads will be spent in Wales in each of the years 1966 to 1970.

MR. IFOR DAVIES: For motorways the approximate figures are:

	Per cent.
1960-61	...
1961-62	...
1962-63	...
1963-64	...
1964-65	...
1965-66	...
1966-67	...
1967-68	...
1968-69	...
1969-70	...

Figures for other dual carriageways are not available.

MR. GWYNFOR EVANS asked the Secretary of State for Wales if Her Majesty's Government will build through Wales a road which would be an economic spine around which future development could centre.

MR. CLEDWYN HUGHES: Future development in Wales requires several such spines and the Welsh road programme aims to provide them.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what is the estimated cost of building a reconstructed trunk road from Swansea via Llanelli and Carmarthen to Whitland.

MR. CLEDWYN HUGHES: The trunk route between Swansea and Carmarthen is along the A48 road. I could not estimate the cost of a route via Llanelli without a special survey.

The cost of reconstruction on the A40 road from Carmarthen to Whitland would be of the order of £7 million to £8 million.

To appreciate the shocking inadequacy of this programme one should know that all but a few miles of the motorways will be confined to Monmouthshire.

It is in 1968-70 that the programme of the present Government is fully realised.

Instead of developing the Welsh roads programme, £200,000 were slashed in 1965-66 and £400,000 in 1966-67 — off the programme of the previous Government.

MR. GWYNFOR EVANS: To ask the Minister of Transport, what is the estimated cost of building reconstructed trunk roads from Cardiff via Merthyr Tydfil, Brecon, Welshpool to Wrexham, from Llangollen to Caernarvon, and from Neath via Ammanford and Lampeter to Aberystwyth.

MR. HUGHES: I cannot give precise estimates which would in any case depend on the standard to which the roads were to be reconstructed.

The costs of moderate reconstruction would probably be of the following order:—

Cardiff—Merthyr Tydfil	...	...	...	...	£17m.
Merthyr Tydfil—Wrexham	...	...	...	...	£40m.
(Via Brecon, Llandrindod Wells and Welshpool)					
Llangollen—Caernarvon	...	...	...	...	£25m.
(via Bangor)					
					£82m.

†Neath—Aberystwyth	...	...	...	...	£30m.
(via Pontardulais, Llandeilo, Llanwrda, Lampeter and Aberaeron)					

†This is a classified road between Llanwrda and Aberaeron.

Communications—road and rail—are the key to industrial development. In England, which has a very poor record in this field in comparison with Continental countries and America—but even in England it is said that economic development follows the motorway.

In Wales we will have very few miles of motorway, but neither do we have anything like the mileage of dual carriageways and reconstructed trunk roads which are necessary.

I asked for figures for the six Western counties in order to make a comparison with the six counties of Northern Ireland, where the intention to complete 100 miles of motorways by 1970 has been announced and where the planning of the second hundred miles is in process.

In most countries great highways are driven through the middle in order to unite them and open them up to economic development. The Autostrada Del Sol in Italy is a magnificent example of this, built through countryside which had no industry. Light industries have been springing up along its length. England has these great highways running from South to North as well as from East to West. Wales has not even a trunk road running from South to North, or to the Western counties.

The above figures show that the cost of a reconstructed trunk road—a highway of high standard—from Cardiff to Caernarvon, would be £82 millions—not much more than half the cost of the proposed new town in mid-Wales.

MR. GWYNFOR EVANS: To ask the Minister of Transport, what proportion of the money invested in motorways and dual carriageways, respectively, in the United Kingdom by 1970 will have been spent in Wales.

To ask the Minister of Transport, what proportion of the mileage of motorways and dual carriageways, respectively, which will have been built in the United Kingdom by 1970 will be found in Wales.

MR. IFOR DAVIES: I have been asked to reply. For motorways the Welsh share will be about 2.9 per cent. of the mileage built by 1970 and about 3.0 per cent. of the money invested. Corresponding figures for other dual carriageways are not available.

MR. GWYNFOR EVANS asked the Secretary of State for Wales what priority he is giving to building reconstructed trunk roads from Cardiff to Wrexham via Merthyr Tydfil, Brecon and Welshpool, and from Swansea to Haverfordwest via Llanelli and Carmarthen, and to building a road of similar grade from Neath to Aberystwyth via Ammanford and Llandeilo.

MR. CLEDWYN HUGHES: The routes mentioned are not wholly trunk road routes. The reconstruction of classified roads between Swansea and Carmarthen via Llanelli between Neath and Ammanford, and between Llanwrda and Aberaeron is initially a matter for the highway authorities.

On trunk roads the following major schemes, each estimated to cost more than £100,000 have been programmed:

- A.470—Cardiff—Merthyr Stage I Tongwynlais—Nantgarw.
- A.470—Cardiff—Merthyr Stage II Nantgarw—Glyntaff.
- A.470—Cardiff—Merthyr Stage III Glyntaff—Abercynon.
- A.48 —Morrison By-pass.
- A.40 —Carmarthen Diversion, Section "C."
- 6.465 New road from Aberdulais to Llandarcy.

Other schemes are under consideration and will be added as available resources permit.

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, how many road schemes costing over £100,000 there were in progress in 1965 in the six Western counties of Wales—Carmarthenshire, Pembrokeshire, Cardiganshire, Merionethshire, Caernarvonshire and Anglesey; how many are currently in progress; how many are programmed up to 1970; and what is the total mileage involved.

MR. HUGHES: Three schemes, one in Carmarthenshire, one in Pembrokeshire and one in Merioneth, were completed in 1965.

Their total length was 2.5 miles. One scheme (the Llandudno Junction Flyover, 0.3 miles long) is currently in progress. Three schemes, two in Caernarvonshire and one in Carmarthenshire, are programmed up to 1970. Their total length is 3.5 miles.

Note (1) that the Welsh share of motorways built by 1970 will be only 2.9 per cent.

(2) That there is only one major road scheme in progress in the six Western counties and that only 3.5 miles will be involved even by 1970. And what will the traffic be by then?

(3) That there are no plans to up-grade roads urgently needed as economic arteries.

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, if he will set up a unit to prepare, design and supervise the construction of large trunk roads and motorway schemes in Wales similar to the six units which are being set up in England.

MR. HUGHES: I would refer the Hon. Member to the Answer which I gave to my Hon. Friends the Members for Merioneth and Cardigan on 24th November. I have been kept fully informed by my Rt. Hon. Friend, the Minister of Transport, of her discussions with the County Councils' Associations and I am considering whether it would be advantageous to make similar arrangements for Wales.

MR. GWYNFOR EVANS: To ask the Minister of Transport, what is the total expenditure by central Government and local authorities on roads in England and Wales, respectively.

MR. STEPHEN SWINGLER: The following table shows our estimates and those of my Rt. Hon. Friend the Secretary of State for Wales of expenditure in the financial year 1966-67 on new roads, improvements of existing roads and maintenance:

	New roads and major improvements of existing roads		Local Authorities		Total
	Exchequer	...	...	...	£ millions
England	143	...	29	...	172
Wales	11	...	2	...	13
Total	154	...	31	...	185

Despite a tremendous back-log of road building to be removed in Wales, in 1966-67, the expenditure on Welsh roads is only 7.5 per cent. the amount spent on English roads. The area of Wales is 16 per cent. that of England.

The Minister of Transport announced that six units are being set up to cover the whole of England.

Is Wales without one because there is so little construction of major highways here?

## TRANSPORT BOARD

MR. GWYNFOR EVANS asked the Secretary of State for Wales when legislation will be introduced to establish a Welsh Transport Board.

MR. CLEDWYN HUGHES: No such legislation is contemplated.

If Wales had her own Transport Board the condition of her roads and railways could not possibly be in their present comparatively parlous state.

## RAILWAYS

MR. GWYNFOR EVANS asked the Minister of Transport how many passenger stations, freight stations and coal depots British Railways had in England, excluding Wales, in January, 1963; how many there are today; how many railwaymen were employed in England in January, 1963; and how many there are today.

MR. JOHN MORRIS: Statistical information relating to nationalised industries is usually provided only for the country as a whole; but I am writing to the Hon. Member.

The figures are as follows:

Passenger stations	385	201
Freight stations and coal depots	492	95
Number of railwaymen employed	30,200	19,963*

\* As at 5th November.

MR. GWYNFOR EVANS: To ask the Minister of Transport, what was the mileage of railways in Wales taken over by British Railways; what proportion of this mileage has since been closed to freight wholly or in part, to passengers and to both freight and passengers, respectively; and what proportion of the mileage of railways taken over in England by British Railways has since been closed to freight, to passengers and to freight and passengers, respectively.

MR. JOHN MORRIS: I regret the information requested is not available.

The dismantling of a large part of the Welsh railway system, and until first securing an adequate road system, is one of the most criminally destructive political acts in Welsh history. There could be no justification for such a socially destructive policy without proof of an overwhelming financial loss.

But neither British Railways nor the Government have been able to prove that Welsh railways as a whole lose any money at all. It is more than possible that they have not been losing money. And who can measure the tremendous loss the community has suffered from the closure of so many Welsh lines?

A Welsh Government would have given the broad standard of social welfare priority over the narrow criterion of railways' financial position.

MR. GWYNFOR EVANS asked the Minister of Transport what plans the British Railways Board have to electrify lines in Wales; and what sanction she has given for capital investment for this purpose.

MR. JOHN MORRIS: None.

Electrification and modernisation of Welsh railways should have begun immediately after the war, using Welsh coal for electricity generation. In budgeting for electrification of railway lines in England, British Railways are prepared to face an annual loss of millions.

But the above reply succinctly describes the Government's electrification programme in Wales.

MR. GWYNFOR EVANS asked the Minister of Transport why the railway station buildings at Newcastle Emlyn, Carmarthenshire, were allowed to be destroyed without first ensuring that they could not be put to some social use.

MR. JOHN MORRIS: As indicated in the statement made in answer to my Hon. Friend the Member for Central Ayrshire (Mr. Manuel) on 15th June, the Railways Board are free to dispose of station buildings where a closure has taken place.

**A Youth Club had hoped to use the station buildings.**

MR. GWYNFOR EVANS asked the Minister of Transport what was the gross and the net annual gain, respectively, on British Railways for goods and passenger traffic combined in Wales during the period 1955 to 1965.

MR. JOHN MORRIS: Railway accounts are not kept on a basis which would enable these figures to be provided.

## FARMING

MR. GWYNFOR EVANS asked the Minister of Agriculture, Fisheries and Food, how many agricultural holdings there were in Wales in each of the years 1945 to 1965; and how many people were employed in agriculture in Wales in each of those years.

MR. JOHN MACKIE: The information is as follows:

Number of Agricultural Holdings and Number of Workers employed on them in Wales, 1945 — 1965

Year (June Census)	Number of Holdings (a)	Total	Number of Workers (b)		Seasonal or Casual
			Regular Whole- time (c)	Regular Part-time	
1945	56,563	53,532	43,241		10,291
1946	56,231	52,059	42,958		9,101
1947	55,743	51,670	42,233		9,437
1948	55,692	50,625	39,436		11,189
1949	55,868	51,605	39,758		11,847
1950	55,134(d)	49,705	38,299		11,406
1951	56,377	46,509	35,640		10,869
1952	56,454	47,076	34,750		12,326
1953	56,428	46,507	34,214		12,293
1954	55,946	44,249	32,980		11,269
1955	55,427	42,866	31,062	6,053	5,751
1956	54,943	40,433	29,517	5,422	5,494
1957	54,367	41,201	28,997	5,778	6,426
1958	53,693	39,323	27,957	5,391	5,975
1959	52,970	39,546	27,182	5,672	6,692
1960	52,241	38,672	26,262	5,816	6,594
1961	51,429	36,163	23,875	4,215	8,073
1962	50,736	34,059	22,399	3,883	7,777
1963	50,159	32,210	21,823	3,872	6,515
1964	49,444	31,647	20,244	4,354	7,049
1965	47,823	29,068	19,200	3,788	6,080

MR. GWYNFOR EVANS asked the Minister of Agriculture, Fisheries and Food what measures he proposes to take to meet the recent situation in the Welsh fatstock market where the prices received by many farmers were below the guaranteed minimum even including deficiency payments.

MR. HOY: Although prices on particular markets may differ, average prices in Wales have not diverged abnormally from those elsewhere. Average returns to farmers in the U.K. are at present below the standard price because the deficiency payment is subject to abatement; but the difference will be reduced when the end of year payment that we now expect is made.

MR. GWYNFOR EVANS asked the Minister of Agriculture, Fisheries and Food if he will recommend that the abatement charge, which has injured the interests of Welsh farmers during the recent depression in fatstock prices, be abolished.

MR. HOY: The present guarantee arrangements provide not only for abatements but also for supplements, and both have been made in the course of this year. These arrangements, which were introduced in 1964 in agreement with the Farmers' Unions, have generally worked satisfactorily. Having regard, however, to the exceptional fall in market prices this autumn, my Rt. Hon. Friend has already announced that producers who marketed cattle in this period will receive preferential treatment in the distribution of the end-of-year payment that we expect.

In 20 years the number of Welsh holdings has fallen steeply; and the number of people employed full-time on the land in 1945 was 125 per cent. higher than in 1965. Government policy seems now directed to reducing the number of holdings even more rapidly.

In the meantime the Government's deflationary measures and the Anglo-Irish Trade Agreement have hit the Welsh fatstock market particularly hard, and the situation has been aggravated by the abatement charge.

Who will speak for Welsh agriculture, and for Welsh industry for that matter, if Britain enters the Common Market while Wales is still without a Government?

## NEW TOWN

MR. GWYNFOR EVANS asked the Secretary of State for Wales whether, in view of the fact that a new town in Mid-Wales would be primarily an outlet for West Midlands overspill, he will reject the conclusions of the consultants.

MR. CLEDWYN HUGHES: I shall not reach a decision on the recommendations of the consultants until all the authorities concerned have had an opportunity of expressing their views.

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, if he will decide against the creation of a new town in Mid-Wales and use the £137 million, which is its estimated cost, to build modern highways in Wales.

MR. HUGHES: I cannot anticipate my decision about a new town in Mid-Wales. Judging from their reactions so far, many people in Wales would like to see urban and other development in Mid-Wales as well as the building of modern highways.

Two and a quarter years have passed since the Rt. Hon. James Griffiths announced on the morning of his appointment as Secretary of State the Government's intention of building a large new town in Mid-Wales.

It looks now as this was only a blind to cover inaction. It was typical of the Government to appoint consultants to report on the viability of the idea some time after the decision was.

They reported honestly that the idea was beneficial primarily to Birmingham, 58,000 of whose people would be transferred to Caersws. The idea first appeared in Labour's General Election programme in 1964, in a section dealing with Birmingham's problems of congestion, without considering the social, or economic, effect in Wales, where the indigenous pattern would be utterly destroyed.

The consultants estimated the cost at £137 millions, for which sum a network of major highways could be built which would transform for the better the life and prospects of the greater part of Wales..

## WATER BOARD

MR. GWYNFOR EVANS asked the Secretary of State for Wales when he will create a Welsh Water Board.

MR. CLEDWYN HUGHES: I have nothing to add to the Answer which my predecessor gave to the Hon. and learned Member for Montgomery (Mr. Hooson) on 16th December, 1965.

MR. GRIFFITHS answered then: As Secretary of State, I now have executive responsibility for water supply and river management in Wales. **A Welsh Water Committee**, composed of two Welsh members of the **Water Resources Board** and the **Chairmen** of the River Authorities concerned has been established to advise me directly on the control and development of Welsh water resources. Any further development must **await consideration of the future** of the water industry as a whole.

The Minister of State for Wales (MR. GEORGE THOMAS): My Rt. Hon. Friend has nothing to add to the Answer given to the Hon. Member on 11th August last.

MR. EVANS: Is the Minister aware how very deep is the anxiety felt by the people in some valleys lest, despite statements that there will never be another Trywryn, their valleys and their homes may be drowned? Is he prepared to give an undertaking that no such scheme to drown a valley will be given consent by the Minister until a Welsh Water Board is established to consider the whole matter?

MR. THOMAS: I know that the Hon. Gentleman will not want to encourage such fears in Wales. We have already assured him, and we assure the Welsh people once again, that my Rt. Hon. Friend is advised by a Welsh Committee on Water Resources, and **no valley in Wales will be flooded without my Rt. Hon. Friend having first been satisfied** on all aspects of the question.

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, what proportion of the water impounded in Welsh reservoirs is used in Wales.

MR. HUGHES: About one-third of all water impounded in Wales for water supply is used in Wales.

## INDUSTRIAL DISEASES

MR. GWYNFOR EVANS asked the Minister of Power in what percentage of the miners employed in the No. 1 area of the South Western Division, who had been certified as suffering from pneumoconiosis, and who died during the period 1945 to 1966, was pneumoconiosis found to be a contributory cause of death.

DR. BRAY: I regret that the precise information is not available, but I am writing to the Hon. Member.

MR. GWYNFOR EVANS: To ask the Minister of Social Security, how many widows or dependants of miners who had been certified as suffering from pneumoconiosis who died in the period 1945 to 1966 received industrial disease benefit; and how many did not.

MR. HAROLD DAVIES: I regret that information is not available in the form requested. However, our records show that awards of death benefit under the Industrial Injuries Acts were made for some 6,450 deaths from pneumoconiosis among coal miners in the period from 1950 to 1965 inclusive. In addition, about 3,500 deaths among coal miners attracted benefit under the Pneumoconiosis and Byssinosis Benefit Scheme in the period from 1953. No statistics are available about the number of cases in which an award was made under the Workmen's Compensation Acts or about the number of deaths which did not attract death benefit.

If English coalfields had suffered half as much as some Welsh coalfields from pneumoconiosis this terrible scourge would have been wiped out years ago. For it could have been got rid of. But treating dust as effectively as gas had been treated would have cost a lot of money. It was much cheaper to allow men to die young of a painful and lingering death. And after death the widow was more often than not left without any compensation.

The fact that this outrageous situation has been allowed to persist is an indictment of our civilisation and its values.

MR. GWYNFOR EVANS asked the Minister of Power how many miners employed in the No. 1 area of the South Western Division of the National Coal Board were certified as suffering from pneumoconiosis in the period 1945 to 1966; and what percentage this is of the total employed.

DR. BRAY: I regret that the information is only available from 1952 as follows:

Number 1 (Swansea) Area of South Western  
Division of N.C.B.

Pneumoconiosis

Number of  
boardings in the  
coal mining  
industry at which  
the disease was  
first diagnosed

Expressed as  
percentage of  
mineworkers  
overall

1952	...	50	0.7	} based on end year figures of wage-earners
1953	...	47	0.7	
1954	...	24	0.4	
1955	...	77	1.2	
1956	...	103	1.5	
1957	...	57	0.8	
1958	...	41	0.6	
1959	...	63	0.9	
1960	...	102	1.5	
1961	...	68	1.1	
1962	...	64	1.0	
1963	...	37	0.6	
1964	...	26	0.4	
*1965	...	71	0.8	

\* Includes part of Neath area.

Note how many new cases appear despite the steep drop in the number of working miners.

## WELSH DIRECTORY

MR. GWYNFOR EVANS asked the Postmaster-General, in view of the increasing recognition of Wales as a national entity, if he will give instructions for the telephone numbers of Welsh subscribers to be published in one directory.

MR. EDWARD SHORT: No.

Despite the strong competition, the Post Office possibly tops the league of anti-Welsh departments.

## ATTACK ON WALES

MR. GWYNFOR EVANS asked the Secretary of State for Defence why he authorised the military exercises in which the Lancastrian Brigade were to attack Welsh Nationalist forces; and if he will make a statement.

MR. REYNOLDS: This was a routine exercise arranged at the Lancastrian Brigade Depot, involving 100 junior soldiers. Some were to attempt to capture military equipment defended by the others. As is usual, the two sides were given names. I am sorry if the choice in this case gave offence.

The Welsh Nationalists won.

Of course the Welsh won, but who started the violence?

## IN WALES

MR. GWYNFOR EVANS asked the Secretary of State for Wales if, in his answers to Questions relating to Wales, he deems Wales to include Monmouthshire.

MR. CLEDWYN HUGHES: Because my responsibilities cover Monmouthshire, I normally include it in my replies to Questions.

Although Monmouthshire is legally a part of Wales and is administered for all purposes as an integral part of Wales. Yet the Government—and the Conservatives—continue to use the phrase “Wales and Monmouthshire” as if Monmouthshire were no part of our country.

## FISHING

MR. GWYNFOR EVANS asked the Secretary of State for Wales whether he will seek powers to ensure for Welsh anglers the right to fish in Welsh rivers and lakes at reasonable fees.

MR. IFOR DAVIES: This question, which is not confined to Wales, is being examined by the Government and it is not possible to add to the reply given by my Rt. Hon. Friend the Minister of Agriculture to the Hon. Member for Woolwich, West (Mr. Hamling) on 1st August last.

There has long been a "cheque book invasion" of Welsh rivers and lakes which has excluded local fishermen from the greater part of our waters.

## PARKS

MR. GWYNFOR EVANS asked the Minister of Housing and Local Government when a Welsh National Parks Commission will be established.

MR. CLEDWYN HUGHES: I have been asked to reply. I think that the interests of Wales are at present well served by participation in the National Parks Commission. The Government's intentions in regard to the Commission were set out in the White Paper "Leisure in the Countryside."

National Parks are a large and important part of Wales. There is no sufficient reason for not administering them through a Welsh Commission.

## OUR LANGUAGE

MR. GWYNFOR EVANS: To ask the Secretary of State for Wales, when will legislative effect be given to the Government's acceptance of the main principle of the Hughes-Parry Report on the status of the Welsh language.

MR. HUGHES: As I stated in reply to a question by my Hon. Friend the Member for Cardigan on 16th May, I hope it will be possible to introduce a Bill during the next session and before then to make further progress on some of the administrative changes recommended by the Committee.

MR. GWYNFOR EVANS asked the Secretary of State for Wales if he will now give a date for the introduction of legislation which will incorporate the principle of equal legal validity of the Welsh and English languages.

MR. IFOR DAVIES: I have nothing to add to the Answer my Rt. Hon. Friend gave to a similar Question from the Hon. Member on 3rd November.

MR. EVANS: Is the Hon. Gentleman aware of the frustration felt in Wales at this protracted inaction of the Government, that only one of the estimated two thousand official forms has been published in Welsh and that it has been possible for Mr. Justice Widgery, in the meantime, to compare the status of the Welsh language in the Courts of Wales with that of Polish in the Central Criminal Court here?

MR. DAVIES: The legal and other difficulties concerning this legislation were fully explained in the Welsh Grand Committee, when it discussed the report. I can assure the Hon. Gentleman that my Rt. Hon. Friend is equally anxious to make progress in this matter, and a great deal of work has been done. In the meantime, it is not too much to ask those who care for the Welsh language to exercise a little more patience. I would appeal also to those people making unjustified and deplorable attacks on my Rt. Hon. Friend to cease doing so.

Two years have passed since the Hughes-Parry Committee produced its very moderate Report, whose main principle was accepted by the Government. But apart from publishing one form in Welsh there has been no action.

In the meantime young people are being imprisoned because of their insistence on official status in Wales for the Welsh language.

## WELSH AND THE G.P.O.

MR. GWYNFOR EVANS: To ask the Postmaster General, if he will instruct the Post Office in Wales to use the Welsh language as well as English on all its vehicles and buildings.

MR. SLATER: In predominantly Welsh-speaking areas where both languages are used on public buildings, we display the name "Post Office" in Welsh as well as English on new or reconstructed Crown Post Offices, if a request is made and supported by the local authority and it is practicable to do so. I think this meets a need in a Welsh-speaking community. My Rt. Hon. Friend does not think there is any need to use both languages on Post Office vehicles, which are very familiar and easily identified.

This reply missed the point entirely. Welsh should be used on official buildings and vehicles and for all public purposes—not because Welsh people cannot understand English, but because our national language must have official status. This is a matter affecting every Welshman's dignity and self-respect.

## BOOKS AND FORMS

MR. GWYNFOR EVANS asked the Chancellor of the Exchequer what was the cost in the years 1961 to 1966 of the publications in English sold and distributed by Her Majesty's Stationery Office; and what was the cost of Welsh language publications sold and distributed by Her Majesty's Stationery Office during the same years.

MR. MacDERMOT: The cost of printing and publishing these publications for each of the last five financial years was:

Year	In English	In Welsh	Bilingual English/Welsh
	£	£	£
1961-62 ...	1,105,279	—	—
1962-63 ...	1,245,780	1,499	—
1963-64 ...	1,286,045	911	—
1964-65 ...	1,439,759	—	119
1965-66 ...	1,633,314	1,190	—

We have heard a great deal about the cost of publishing Government forms in Welsh.

The above answers indicate the cost to the Government of publications sold and distributed by H.M.S.O. in the two languages over five years—nearly four thousand pounds for Welsh and nearly seven million pounds for English publications.

MR. GWYNFOR EVANS asked the Minister of Transport whether a Welsh version of the form of application for driving licences is now being prepared.

MR. JOHN MORRIS: Not at present. But my Rt. Hon. Friend is considering whether a Welsh version of this form would be practicable and justified.

The Government makes the large number of forms to be translated the excuse for its tardiness in translating any at all. Is not its sincerity bound to be questioned when it refuses to publish even the most commonly used in the Welsh language or bilingually?

MR. GWYNFOR EVANS asked the Lord President of the Council what sum has been spent on books in the Welsh language for the House of Commons Library in each of the years from 1955 to 1965.

MR. CROSSMAN: The following sums were spent during the period in question:

						s.	d.
1955	...	...	...	...	...	6	0
1956	...	...	...	...	...	58	0
1957	...	...	...	...	...	33	0
1958	...	...	...	...	...	6	0
1959	...	...	...	...	...	6	0
1960	...	...	...	...	...	12	6
1961	...	...	...	...	...		nil
1962	...	...	...	...	...	25	0
1963	...	...	...	...	...	7	6
1964	...	...	...	...	...	7	6
1965	...	...	...	...	...	7	6

The books purchased were those parts so far published of the "Dictionary of the Welsh Language." Apart from these, two other Welsh dictionaries, the "Oxford Book of Welsh Verse" and another anthology in the Welsh language were bought.

**The House of Commons Library, in the only Parliament Wales has, is one of the best in England.**

MR. GWYNFOR EVANS asked the Secretary of State for Wales how many of the 4,000 different Government forms in use in Wales have been translated into Welsh and published during 1966; and what they are.

MR. CLEDWYN HUGHES: Three of the eleven Welsh Government forms listed in the Answer given to the Hon. Member for Denbigh (Mr. Geraint Morgan) on 18th October were published for the first time in 1966 and since that Answer was given a further form has been published. The four forms are:

Ministry of Agriculture, Fisheries and Food: Beef cow subsidy—Notice of intention to claim. Beef cow subsidy—Claim form.

Department of Education and Science: Application for Teachers' pensions.

Ministry of Transport: Application to re-licence a motor vehicle.

## BROADCASTING

MR. GWYNFOR EVANS: To ask the Secretary of State for Foreign Affairs, what was the average amount of time given daily by the British Broadcasting Corporation's overseas radio service in 1965-66 to sound broadcasts in Arabic.

MR. WALTER PADLEY: Twelve hours.

**Twelve hours a day in Arabic.  
Twelve hours a week in Welsh**

## ... AND HOW IT BEGAN

### NEW MEMBER SWORN

MR. GWYNFOR EVANS: On a point of order, Mr. Speaker. May I have leave of the House to take the Oath now in the Welsh language?

MR. SPEAKER: I am grateful to the Hon. Member for Carmarthen (Mr. Gwynfor Evans) for indicating to me that he might make this request this afternoon. I have had time to consider it.

The Hon. Gentleman will appreciate that as Speaker I am bound, as he now is, by the practice and rules of the House. He is fully entitled to raise this matter, as he has done, at once, and he has done it courteously. I sympathise with his desire to speak in one of the great languages of the United Kingdom, especially as both my father and my mother were Welsh. What I am going to say, however, is in line with the ruling given by one of my predecessors, who himself spoke fluent Gaelic, but who, like myself, was bound to observe and uphold the rules of the House.

The rule is that Hon. Members must address the House in English. The Hon. Gentleman will find it in Erskine May, on page 441. The purpose of the rule is not to elevate the English tongue above others, but to ensure that the valuable contributions to debate which all Hon. Members make can be understood by the others. My predecessor, when he was asked to permit a speech in Welsh, reminded the House of the words of St. Paul in the First Epistle to the Corinthians, Chapter 14, verse 9:

"... except ye utter by the tongue words easy to understand, how shall it be known what is spoken?"

The rule is also based on practical consideration. The Official Reporters in the Gallery are not required to have any knowledge of the Welsh language and it would make their task infinitely more difficult if Hon. Members were to speak in languages other than English.

I hope, therefore—and I speak most sincerely—that the Hon. Gentleman will understand that in ruling against his request, I am not doing so in any sense of rebuke or of any disrespect to a very noble language, but I must rule as I have ruled.

MR. GWYNFOR EVANS: Further to that point of order, Mr. Speaker. May I say that this Parliament is the only Parliament that Wales has, that Wales is a nation with a national language that has been spoken there for nearly 2,000 years and that the people of Wales will regard it as an affront if that language cannot be spoken now in this House at least to take the Oath?

In view of the great national awakening in Wales, may I ask you again to allow me to take the Oath in Welsh?

MR. SPEAKER: I appreciate . . .

SEVERAL MEMBERS rose . . .

MR. SPEAKER: Order. One of the rules of order of the House is that when Mr. Speaker is on his feet Hon. Members remain seated.

I appreciate the utter sincerity behind the remarks of the Hon. Member for Carmarthen but, as I have said, I am bound by the rules of the House.

MR. EMRYS HUGHES: Further to that point of order, Mr. Speaker. While I respect your Ruling, could not the difficulty of the Official Reporters be got . . .

. . . SIR HARMAR NICHOLLS: On a point of order. Are we to assume, after all, that the Hon. Member for Carmarthen (Mr. Gwynfor Evans) has now made his maiden speech?

MR. SPEAKER: This is something on which the Chair might be given discretion. I rule that he has not made his maiden speech. I end this matter by saying that I am sure that the House will want to welcome the new Hon. Member and to congratulate him on raising an issue, on which he rightly feels keenly, with such dignity and courtesy.

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