

Incidentally I am sure that a certain member of this House will be pleased to know that I spent £7 10s. on my research in this matter. I bought some material here and some material there with the specific intention of doing these tests for my own edification. I have here wincey material that is obtainable in Perth. It is highly inflammable, and is a dressing gown material which was obtained from a firm in Perth. It is untreated.

I also have quite a few pieces of material which I have tested myself and found to be inflammable. I have moleton cloth which is used for children's and adults' dressing gowns, and this is highly inflammable. I also have ticking, used for pillows and mattress covers—highly inflammable; cretonne used mainly for curtains—highly inflammable; plisse for nighties and pyjamas—highly inflammable; mosquito netting used for babies' cots—very highly inflammable; angora frocking, used for frocking—highly inflammable; drill for work overalls—highly inflammable; head cloth for sports tunics—highly inflammable; and corduroy used mainly for frocks and kiddies' overalls—highly inflammable.

On the other side of the ledger—

The Hon. E. C. House: Out comes the wool!

The Hon. R. H. C. STUBBS: —we have nylon which is mainly used for babies' and children's frocks, and this is not inflammable, although one would think it would be. I have here also some terylene cretonne which is used mainly for curtains, and that is not inflammable either. I also have some wincey, which is used for babies', children's, and adults' pyjamas and nighties, and although it is normally inflammable this particular specimen is not inflammable because it has been treated with a patent chemical, and it can be washed. Most of the non-inflammable materials are not washable, but this particular one will stand up to many washes, and is not inflammable.

Other materials which I have tested and proved to be non-inflammable are coating used for overcoats; brushed nylon, used for blouses and nighties; a dressing gown material which has also been treated with the proprietary chemical; and a furnishing material which has also been treated.

I have tested all these materials myself, and while I am not trying to get on the bandwagon, I felt that after having done so much research on the subject, and spent quite a few shillings on the materials, I should mention the facts. And with those few remarks, I conclude.

Debate adjourned, on motion by The Hon. F. R. H. Lavery.

House adjourned at 8.33 p.m.

# Legislative Assembly

Wednesday, the 10th August, 1966

## CONTENTS

ADDRESS-IN-REPLY : FIFTH DAY—		Page
Speakers on Motion—		
Mr. Bickerton	...	272
Mr. Hall	...	252
Mr. Jamieson	...	264
Mr. Runciman	...	280
Mr. Williams	...	247
QUESTIONS ON NOTICE—		
Copper Mining—Warburton Native Reserve : Safe-guarding of Rights of Natives	...	243
Courthouse at Carnarvon—New Building : Site and Commencement	...	239
Electricity Supplies : Meter Boxes—		
Positioning	...	236
Positioning, and Tabling of By-laws	...	237
Esperance Shire—Loan Programme : Curtailment	...	243
High Schools—Driver Training : Availability of Motor Vehicles	...	244
Housing—		
Bunbury : Construction of Units and Localities	...	243
Northam Electorate : Provision of Rental Homes	...	240
Single Units in Country Areas	...	243
King Bay Port—		
Proclamation	...	238
"Wangara" : Collision with Wharf	...	238
Land—South Yilgarn : Releases	...	237
Legal Practitioners—		
Admissions and Annual Practice Certificates	...	241
Articled Clerks : Number	...	241
Magistrates : Number	...	241
Police Station at Carnarvon—New Building : Site and Commencement	...	239
Poor Persons Legal Assistance Act—Traffic Accidents : Assistance	...	242
Probate : Extension of Time, and Exemptions	...	242
Railways—		
Buses : Excess Tare Weight of Front Axle	...	239
Standard Gauge Railway—Kalgoorlie-Perth : Schedule of Passenger Service	...	239
Trainee Engineers—Call Boys : Accommodation in Metropolitan Area	...	238
Regional Hospital at Northam : Plans and Tenders	...	240
Roads—		
Great Eastern Highway—West Midland : Widening	...	244
Main Roads Funds—Northam and Cunderdin : Amounts, and Programmes of Work	...	240
Swimming Pool at Fremantle : Government Financial Assistance	...	237
Tape Recording by Crown Law Department : Briefing of Witnesses	...	240
Traffic—		
Crosswalks—Canning Highway-Preston Point Road : Floodlighting	...	242
Motor Vehicles—Examination : Reasons, and Qualifications of Shire Inspectors	...	237
Motor Vehicle Third Party Insurance : Claims, Committee, and Report	...	241
Youth of Western Australia : Leadership Training	...	244
QUESTIONS WITHOUT NOTICE—		
East Perth Gas Works : Use of Oil Fuel Instead of Coal	...	245
Government Public Relations Officers—		
Duties	...	246
Facilities for Use by Opposition	...	247
Number Employed	...	246
Indecent Literature : Formation of Board of Review	...	246
King Bay—Master Mariners : Complaint	...	246
Mandurah Robberies : Apprehension of Offender	...	245
Motor Vehicles : Names and Qualifications of Shire Inspectors	...	246
Swan River Conservation : Introduction of Legislation	...	246

The SPEAKER (Mr. Hearman) took the Chair at 4.30 p.m., and read prayers.

## QUESTIONS (26) : ON NOTICE

### ELECTRICITY SUPPLIES

#### Meter Boxes: Positioning

1. Mr. GRAHAM asked the Minister for Electricity:

In view of his remarks following an inspection of electricity meter

boxes on the 26th April last and with particular reference to the state of affairs at a residence at 32 Canning Avenue, Mt. Pleasant, what steps has he taken, or does he intend to take, to correct the situation created by the attitude of the State Electricity Commission?

Mr. NALDER replied:

I have not as yet received a final report on an earlier request submitted to the State Electricity Commission in this matter.

#### MOTOR VEHICLES

##### *Examination: Reasons, and Qualifications of Shire Inspectors*

2. Mr. DUNN asked the Minister representing the Minister for Local Government:

Further to his reply to my question 12 of Thursday, the 4th August, regarding the inspection of vehicles for licensing by shire employees, will he advise:—

- (1) For what reasons do shires inspect new and secondhand vehicles before licensing?
- (2) Under what Act or Acts is this practice authorised?
- (3) What are the names and ages of shire employees currently responsible in each shire for carrying out such inspections?
- (4) How many of such employees have mechanical qualifications which would allow them to correctly examine a vehicle and pass it for licensing?

Mr. NALDER replied:

- (1) To establish ownership and to ensure roadworthiness.
- (2) The Traffic Act and Local Government Act.
- (3) Information not readily available.
- (4) As in (3).

#### LAND

##### *South Yilgarn: Releases*

3. Mr. KELLY asked the Minister for Lands:

- (1) Has he reached a decision in connection with the release of land in the south Yilgarn; if so, what approximate area will be released.
- (2) If the answer to (1) is "Yes", will he indicate when the land will be released?
- (3) Will he define the exact location and classification of this land?
- (4) What will be the average size of conditional purchase location to be offered?
- (5) Will any leasehold land be released and, if so, what?
- (6) What will be the maximum duration of leases?

Mr. BOVELL replied:

- (1) Yes. An area of approximately 300,000 acres south and south-west of Southern Cross is currently being designed into farm units.
- (2) Soil classifications have been completed and surveys will commence about October, 1966. The date of release of the subject land under conditional purchase is dependent on completion of surveys which cannot be accurately determined at this stage.
- (3) The land concerned, which is mainly sand plain, is bounded approximately by the Great Eastern Highway on the north, No. 1 rabbit proof fence on the west, and the abandoned vermin proof fence survey line on the south and east.
- (4) Approximately 4,000 acres.
- (5) and (6) All under conditional purchase.

#### ELECTRICITY SUPPLIES

##### *Meter Boxes: Positioning, and Tabling of By-laws*

4. Mr. GRAHAM asked the Minister for Electricity:

- (1) Has a final determination yet been made regarding the positions in which electricity meters might be placed on buildings, particularly dwellings?
- (2) If so, will he lay on the Table of the House a copy of the new by-laws relating to the matter, together with an intimation of the date of the commencement of their operation?
- (3) If not, when can a final determination be anticipated?

Mr. NALDER replied:

- (1) and (2) No.
- (3) This matter is at present under consideration by the State Electricity Commission.

#### SWIMMING POOL AT FREMANTLE *Government Financial Assistance*

5. Mr. FLETCHER asked the Premier: Adverting to my question 8 of the 6th October, 1965—

- (1) Will he favourably reconsider his decision not to provide financial assistance to the Fremantle City Council for the proposed swimming pool by way of making available the \$2,000 subsidy on behalf of each of the schools in the Fremantle area?
- (2) If not, and since he promised (*The West Australian*, the 20th May, 1965) \$20,000 to the estimated \$80,000 cost of the Thornlie pool, will he as an alternative to (1) help Fremantle by a similar grant of

quarter of the cost on the grounds that Fremantle pool will cater for a far larger area and number of patrons?

Mr. BRAND replied:

- (1) No.
- (2) No. Under existing policy the Gosnells Shire Council could qualify for assistance to establish a swimming pool if it were built in Gosnells. Thornlie is within the same shire and because of the greater density of population in that area it was reasonable to permit the pool to be constructed there.

### KING BAY PORT

#### Proclamation

6. Mr. TONKIN asked the Minister for the North-West:

- (1) When does the Government intend to proclaim the Port of King Bay, Dampier Archipelago, a port under the Ports and Harbours Act, 1917?
- (2) If the Government has no such intention, what is the justification?
- (3) Can he name one other port in Australia which has not been proclaimed a port under State law and as a result of which the Government does not appoint a pilot at the port similarly to the existing position at King Bay?

"Wangara": Collision with Wharf

- (4) Did the State vessel *Wangara* collide with the wharf at King Bay whilst under the direction of the pilot employed by Hamersley Iron Pty. Ltd.?
- (5) What was the extent of the damage to—
  - (a) the company's wharf;
  - (b) the vessel *Wangara*?
- (6) Was the State involved in any expenditure as a result of the collision?
- (7) If "Yes," what are the particulars?

Mr. COURT replied:

I preface my answers by saying that questions (1) to (3) should more correctly have been directed to my colleague, the Minister for Works. However, I have conferred with him and the answers are as follows:—

- (1) No decision has been made. The matter will be kept under review from time to time, having regard for—
  - (a) The company's construction programme.
  - (b) The interests of other parties, including the State.
  - (c) Standards of conduct observed by Hamersley Iron.

(2) Answered by (1).

(3) I will have some inquiries made regarding the position in ports in other parts of Australia. The position is not necessarily relevant in view of the fact that King Bay is a port at this stage used by one company and has been developed entirely at its cost in a previously undeveloped area under the terms of an agreement ratified by Parliament.

(4) Yes.

(5) (a) Outboard fender pile broken off near top and pushed inside second pile. Second pile intact apart from vertical splits near top. Three wooden springers and two circular rubber fenders were damaged.

(b) *Wangara* suffered damage to ship's side plating, staunchions, cabin lining, piping, a gangway and some port-holes.

(6) No—except to the extent of a franchise of \$125 payable under insurance cover for damage to jetties. (It is presumed this question refers to the State generally and including State Shipping Service.)

(7) Answered by (6).

### TRAINEE ENGINEMEN

#### Call Boys: Accommodation in Metropolitan Area

7. Mr. EVANS asked the Minister for Railways:

- (1) Apropos his reply to my question 3 under the heading "Trainee Enginemen" reported on page 411 of *Hansard*, 1965, is the commission aware that ex-Kalgoorlie call boys on appointment to the metropolitan area as trainee enginemen often experience difficulty in obtaining suitable accommodation?
- (2) As a means of alleviating this difficulty, will the commission endeavour to compile a record of suitable and available accommodation and acquaint these young men with such information?

Mr. COURT replied:

(1) As far as is known, there has been no problem in this regard. The last transfer of a call boy from Kalgoorlie took place in June, 1965. Present arrangements provide for call boys to be retained in Kalgoorlie and indications are that no further transfers will be necessary.

(2) Answered by (1).

**STANDARD GAUGE RAILWAY****Kalgoorlie-Perth: Schedule of Passenger Service**

8. Mr. EVANS asked the Minister for Railways:

- (1) Has a determination yet been made as to the probable running schedule of the passenger service between Kalgoorlie and Perth with the introduction of the standard gauge service?
- (2) If not, when is it likely that such a determination will be made and an announcement of same made?

Mr. COURT replied:

- (1) No.
- (2) This service will not commence before 1968, and it is premature to go firm on passenger time tables.

**COURTHOUSE AT CARNARVON****New Building: Site and Commencement**

9. Mr. NORTON asked the Minister representing the Minister for Justice:

On the 5th August, 1965 (question 2) I asked the Minister: "Is it a fact that the Chief Justice will not visit Carnarvon because the courthouse is considered totally unsuitable for holding a court of sessions?" He replied: "I have no information which would so suggest."

In answer to question 10 on Wednesday, the 3rd August, 1966, he stated that two jury cases were transferred to Geraldton because, and I quote: "The Chief Justice and the Crown Law Department considered that the facilities available at Carnarvon for a mixed jury were inadequate."

- (1) Will he advise the House what has changed at the Carnarvon courthouse in twelve months to warrant the two different replies?
- (2) Has a new site been chosen for a new courthouse at Carnarvon and, if so, when will one be built?

Mr. COURT replied:

- (1) For a period of more than three years prior to August, 1965, there were no proceedings arising in Carnarvon which would have required the attendance of a judge. Therefore, there was no need to consider whether or not a judge would visit Carnarvon during that period.
- (2) Yes. A site on the corner of Robinson and Stuart Streets (Reserve No. 26498) has been set aside for the erection of a composite office building, including a courthouse, at Carnarvon. It is not possible to indicate at this point of time when the project

will be commenced. This will depend upon the amount of loan funds which can be allocated each year for works of this nature.

**RAILWAYS****Buses: Excess Tare Weight of Front Axle**

10. Mr. NORTON asked the Minister for Police:

- (1) Is he aware that the W.A.G.R. has a passenger bus which has a front axle with a tare weight of 10,227 lb.?
- (2) As the tare weight of the front axle is in excess of the gross loaded weight, would he advise the House—
  - (a) if special permission has been granted for the licensing of this bus; or
  - (b) if the W.A.G.R. has not a special license for this bus, will the same action be taken against the W.A.G.R. as would be taken against a private contractor who defied the regulations?
- (3) If a special license has been granted to the particular W.A.G.R. bus, would it be competent for a private carrier to get a license to continually use the roads with a similar overload?

Mr. CRAIG replied:

- (1) Yes.
- (2) (a) and (b) Yes, in 1961 approval to license a vehicle was given after full consideration of all circumstances and subject to special conditions as to routes, type of tyres, speed limit, and the fitting of a tachograph.
- (3) Any application by a private person for a license for a vehicle having similar axle weights would be considered on its merits.

**POLICE STATION AT CARNARVON****New Building: Site and Commencement**

11. Mr. NORTON asked the Minister for Police:

- (1) Has a new site been chosen for the new police station at Carnarvon?
- (2) When is a new station to be built at Carnarvon?
- (3) Is there any police station now in use in the State that was—
  - (a) built earlier than the Carnarvon station; and
  - (b) where the police have to work in such cramped conditions—If so, where, in both cases?

Mr. CRAIG replied:

- (1) No.
- (2) No decision has yet been reached but the building of a new station has been included in the draft schedule for 1967-68.

- (3) (a) The dates of erection of police stations are not available in the department.  
 (b) This is not possible to assess.

# REGIONAL HOSPITAL AT NORTHAM

## Plans and Tenders

12. Mr. HAWKE asked the Minister representing the Minister for Health:

- (1) What stage has now been reached in the preparation of plans for the proposed Northam regional hospital?  
 (2) When are the plans likely to be completed?  
 (3) When are tenders for the construction of the hospital likely to be called?

Mr. ROSS HUTCHINSON replied:

- (1) Design problems have been finalised and contract documents have been commenced.  
 (2) Plans are likely to be completed in September, 1967.  
 (3) Plans, specifications, and bills of quantities for the building and engineering services are likely to be completed in December, 1967, when tenders may be called.

# TAPE RECORDING BY CROWN LAW DEPARTMENT

## Briefing of Witnesses

13. Mr. HAWKE asked the Premier:

- (1) How many separate tape recordings have been made since the 1st January, 1966, by the Crown Law Department in the briefing of witnesses?  
 (2) What types of cases have been covered by those tape recordings?  
 (3) How long would it take for all the tape recordings in question to be played over?  
 (4) Will he arrange for the tape recordings to be played over at Parliament House some evening to enable members to hear them?

Mr. BRAND replied:

- (1) and (2) Since the 1st January, 1966, the only occasion on which a tape recorder was used for the interviewing (not "briefing") of a witness was in connection with a civil claim.  
 The officer concerned questioned the witness and in his presence dictated the answers given into the recorder. The tape was then played back to the witness who approved what had been said. The recording was then typed as a proof.  
 (3) and (4) This is not possible—the tape has been used again. A copy of the proof (on C.L.D. File 3708/65) is available for perusal on request.

# RENTAL HOMES

## Northam Electorate: Provision

14. Mr. HAWKE asked the Minister for Housing:

- (1) How many rental homes are under construction at—  
 (a) Northam;  
 (b) Cunderdin;  
 (c) Wundowie,  
 at the present time?  
 (2) How many rental homes, in addition to those referred to in question (1) are planned for—  
 (a) Northam;  
 (b) Cunderdin;  
 (c) Wundowie,  
 during the present financial year?  
 (3) How many of the rental homes referred to in questions (1) and (2) are to be constructed on the west side of the Toodyay Road at Northam?

Mr. O'NEIL replied:

- (1) (a) Nine units.  
 (b) Nil.  
 (c) Nil.  
 (2) (a) Fifteen units (including two for the Government Employees Housing Authority).  
 (b) Six units (including two from the 1965-66 programme).  
 (c) Five units (1965-66 programme).  
 (3) Fifteen units.

# MAIN ROADS FUNDS

## Northam and Cunderdin: Amounts, and Programmes of Work

15. Mr. HAWKE asked the Minister for Works:

- (1) What amount of main roads money is to be made available during the current financial year to—  
 (a) Northam Town Council;  
 (b) Northam Shire Council;  
 (c) Cunderdin Shire Council?  
 (2) For what particular work is the money to be made available in each of the local governing authorities referred to in (1)?

Mr. ROSS HUTCHINSON replied:

(1) (a) Northam Town Council	....	19,300
(b) Northam Shire Council	....	44,190
(c) Cunderdin Shire Council	....	63,800
		<hr/> \$127,380
2) Northam Town Council—		\$
(i) Midland-Merredin-Southern Cross Road:		
(a) Junction treatment at 60.5M.		4,000
(b) Reconstruct and prime 0.3 miles (24 ft. wide) 61.4M.—		
61.7M.		9,000
(ii) Northam-Toodyay Road:		
Seal 0.5 miles (24 ft. wide) 1.1M.—		
1.6M.		1,500
(iii) Old York Road:		
Reconstruct and prime 0.8M. (24 ft. wide)		4,500
		<hr/> \$19,300

Northam Shire Council—	\$
(i) Midland-Merredin-Southern Cross Road :	
(a) Culverting (47.5M.)	1,200
(b) Reseal 2.0M. (22 ft. wide) 37M.—57M. section	7,000
(ii) Northam-Toodyay Road :	
(a) Seal 0.6M. (24 ft. wide) 1.6M.—2.2M.	2,200
(b) Maintenance	400
(iii) General Allocation	8,000
(iv) School Bus Routes—Maintenance	3,380
(v) Contributory Bitumen Scheme	10,000
(vi) Inkpen Road—Improvements	4,000
(vii) Berry Brow Road—Improvements	4,000
(viii) Wongamine Road—Improvements	4,000
	<b>\$44,190</b>

Cunderdin Shire Council—	\$
(i) Midland-Merredin-Southern Cross Road :	
(a) Reconstruct and prime 0.5M. (22 ft. wide) and 0.3M. (24 ft. wide) Sections 83.3M.—94.2 M.	14,300
(b) Reseal 1.2M. (20 ft. wide) 101.5M.—102.7M.	3,600
(ii) Meckering-Dowerin Road :	
Construct bridge and approaches 0.5M. section	14,000
(iii) General Allocation	8,000
(iv) School Bus Routes—Maintenance	5,190
(v) Contributory Bitumen Scheme	8,000
(vi) Meckering-Dowerin Road : Construction	4,500
(vii) Cunderdin-Minnivale Road : Construction	4,000
(viii) Qualgetting Road : Construction	2,000
(ix) Cunderdin-Wynkatchem Road : Maintenance	300
	<b>\$63,890</b>

## LEGAL PRACTITIONERS

### Admissions and Annual Practice Certificates

16. Mr. GUTHRIE asked the Minister representing the Minister for Justice:

- (1) How many legal practitioners were admitted to practice by the Supreme Court of Western Australia in each of the calendar years 1962, 1963, 1964 and 1965?
- (2) How many legal practitioners held Annual Practice Certificates in—
  - (a) the metropolitan area;
  - (b) the country
 on the 31st December, 1965?
- (3) How many legal practitioners holding Annual Practice Certificates as at the 31st December, 1965, were employed by, or held offices in, the Crown Law Department (exclusive of judges, magistrates and practitioners in sub-departments i.e., Titles Office)?

#### Magistrates: Number

- (4) How many magistrates were there in—
  - (a) the metropolitan area;
  - (b) the country
 as at 31st December, 1965?

#### Articled Clerks: Number

- (5) How many individual indentures or agreements for articles of clerkship in respect of articled law clerks were registered by the Barristers Board of Western Australia in each of the calendar years, 1961, 1962, 1963, 1964 and 1965?

Mr. COURT replied:

- (1) 1962, 10; 1963, 17; 1964, 14; 1965, 26.
- (2) (a) 213.  
(b) 41.
- (3) Nil in fact. 22 deemed to be certificated by section 62A of the Legal Practitioners Act.
- (4) (a) 16, including the special magistrate of the Children's Court.  
(b) 9.
- (5) 1961, 9; 1962, 12; 1963, 23; 1964, 24; 1965, 23.

## MOTOR VEHICLE THIRD PARTY INSURANCE

### Claims, Committee, and Report

17. Mr. DURACK asked the Minister representing the Minister for Local Government:

- (1) In 1964-65:
  - (a) how many insured persons reported the occurrence of an accident to the Motor Vehicle Insurance Trust;
  - (b) how many notices of intention to claim damages were given to the Motor Vehicle Insurance Trust;
  - (c) how many claims were paid without any legal proceedings being commenced in court;
  - (d) how many claims were paid after proceedings were commenced in a court, but before a judgment was obtained;
  - (e) how many claims were paid pursuant to a judgment of a court;
  - (f) what was the total sum paid under claims referred to in (c);
  - (g) what sum was paid for legal costs under claims referred to in (c);
  - (h) what was the total sum paid under claims referred to in (d) and (e);
  - (i) what sum was paid for legal costs under claims referred to in (d) and (e);
  - (j) how many claims were dismissed by a court?
- (2) Has the Governor appointed a committee pursuant to section 31 of the Motor Vehicle (Third Party Insurance) Act?
- (3) If so—
  - (a) who are the members of the committee;
  - (b) has it made any inquiries;
  - (c) has it submitted any report;
  - (d) on what date was the last report, if any, laid before Parliament?

Mr. NALDER replied:

- (1) (a) The number of insured persons is not known but the trust received reports of 3,009 accidents involving personal injury.

- (b) No record of number of notices of intention to claim are kept but the trust anticipates making payments in respect of 4,432 potential claims recorded to the 30th June, 1966, for pool year 1964-1965.
- (c) to (j) No records are kept of this information.
- (2) Yes.
- (3) (a) Mr. C. H. T. Evans.  
Mr. E. J. R. Hogg.  
Mr. A. E. Dry.  
Mr. N. R. Wishart.  
Mr. D. R. Campbell.  
Mr. H. E. J. Hewitt.
- (b) Yes.
- (c) Yes, in 1962 and 1963.
- (d) The 12th November, 1963.

### CROSSWALKS

#### *Canning Highway-Preston Point Road: Floodlighting*

18. Mr. FLETCHER asked the Minister for Police:

- (1) What number of pedestrians were—  
(a) killed;  
(b) injured;  
each year on the crosswalk at the intersection of Canning Highway and Preston Point Road, East Fremantle, since the crosswalk was installed?
- (2) As a possible means of preventing further deaths and injury in this locality, will he recommend to those responsible the earliest possible installation of amber floodlighting similar to that installed at various crosswalks on Stirling Highway?

Mr. CRAIG replied:

- (1) (a) Nil.  
(b) 1959—1.  
1961—1.  
1963—3.  
1964—1.  
1965—3.  
To April 1966—Nil.
- (2) The ultimate form of pedestrian crossing lighting has yet to be resolved. It is recognised that the trial sodium lighting installed in Stirling Highway at six pedestrian crossings has apparent advantages, but investigation as to the most suitable pattern for adjacent street lighting is continuing.

### POOR PERSONS LEGAL ASSISTANCE ACT

#### *Traffic Accidents: Assistance*

19. Mr. HALL asked the Minister representing the Minister for Justice:

- (1) Can he advise if legal assistance is made available to pensioners or

poor persons through the Poor Persons Legal Assistance Act when they are involved in minor and major traffic accidents?

- (2) If the answer is "No," will he undertake to have investigations made with a view to implementing a scheme whereby assistance can be made available to persons in such circumstances?

Mr. COURT replied:

In answer to the honourable member for Albany, and representing the Minister for Justice—

- (1) (a) Legal aid is not made available in respect of minor traffic accidents.
- (b) Legal aid is granted, where merited, under the legal aid scheme administered by the Law Society in accident cases in which serious after consequences may be involved.

- (2) Under the existing legal aid scheme it would not be a practical proposition to extend assistance to minor traffic cases.

### PROBATE

#### *Extension of Time, and Exemptions*

20. Mr. HALL asked the Minister representing the Minister for Justice:

- (1) Is it the intention of the Government to bring in amending legislation this session to extend the time to pay probate in the case of financial hardship?
- (2) Will the Government amend existing legislation so that the payment of probate will be brought into line with the Federal Act which lifted the exemption from \$10,000 to \$20,000 and ceasing at \$80,000?

Mr. COURT replied:

In answer to the member for Albany, and on behalf of the Minister for Justice—

- (1) No. It is the practice at present to grant deferment of payment for limited periods where financial circumstances warrant this action and acceptable arrangements can be made for payment. No more specific provision is considered necessary.
- (2) The practicability of increasing exemptions to certain classes of beneficiaries is at present under consideration along with other proposals relating to probate duty. Any decision on this matter will be announced in due course.

**HOUSING****Bunbury: Construction of Units and Localities**

21. Mr. Williams asked the Minister for Housing:

- (1) What number of State Housing Commission units will be constructed in Bunbury this financial year?
- (2) What number of each of the following are to be built and in what locality—
  - (a) two bedroom;
  - (b) three bedroom;
  - (c) four bedroom;
  - (d) pensioner cottage flats;
  - (e) duplex rental?

**Single Units in Country Areas**

- (3) Is it anticipated that single unit accommodation will be provided in country districts this financial year?
- (4) If so, how many units and in what districts?

Mr. O'NEIL replied:

- (1) 119 units (including three for the Government Employees Housing Authority and 26 from the 1965-66 programme).
- (2) (a) Nil.  
(b) 81 units in the Withers locality (includes three for the Government Employees Housing Authority).
- (c) Six units in the Withers locality.
- (d) Eight units in the Withers locality.
- (e) 12 (24 units) in the Withers locality.
- (3) Yes. A new cottage flat design which will provide for self-contained accommodation for both single elderly people and pensioner couples has been prepared for introduction in this year's building programme.
- (4) This will depend on the demand for these units and the availability of suitable sites.

**ESPERANCE SHIRE****Loan Programme: Curtailment**

22. Mr. MOIR asked the Treasurer:

- (1) Is it correct that the Esperance Shire Council's proposed loan programme for 1966-67 amounting to \$451,000 has only received the approval of the Government to the extent of \$200,000?
- (2) Does he realise that the council will be unable to proceed with many urgently required projects in the district?
- (3) Will he state the reasons for this drastic curtailment of the shire's borrowings?

- (4) Will he have the original proposals reviewed with a view to, at least, restoring some of the cut?

Mr. BRAND replied:

- (1) Yes, but it has to be borne in mind that the council was permitted to raise a large part of its submitted programme for 1966-67 during the closing months of last financial year. When account is taken of this fact, its requirements for 1966-67 are reduced to \$213,600 towards which the shire will be permitted to raise \$200,000.
- (2) Some projects in Esperance will need to be deferred.
- (3) It is not considered that the curtailment of borrowings has been drastic.
- (4) No.

**COPPER MINING****Warburton Native Reserve: Safeguarding of Rights of Natives**

23. Mr. MOIR asked the Minister for Native Welfare:

- (1) A report in the Press on the 9th August states that the Western Mining Corporation has been granted rights to search for copper and other minerals on the aboriginal reserve situated at Warburton Range—will he state if this report is correct?
- (2) If correct, will he give detailed information on the action taken by the Department of Native Welfare to safeguard the various rights of the natives on this reserve?
- (3) Mention is made in the report that the mining company was negotiating with natives individually for option agreements over their workings; that departmental officers had studied the offers and would advise the natives to accept—will he supply details of these offers?
- (4) Have any other mining companies been invited by the department to submit offers to the natives for the purchase of these leases?
- (5) If the answer is "No," will he state the reason?
- (6) If the answer is "Yes," what was the result?
- (7) Can he supply the tonnage of ore, the grade and the value which has been recovered by the native owners by these leases?

Mr. LEWIS replied:

- (1) Yes, the report was correct.
- (2) On the preservation of sacred sites and allied matters the Department of Anthropology at the University of Western Australia was consulted. On mining matters the advice of the Mines Department was obtained and thorough



discussion was held with the natives concerned and with representatives of the Warburton Range Mission.

- (3) No. This is a matter between the native miners and the company.
- (4) No.
- (5) and (6) Previous experience with the Western Mining Corporation had established that it is well disposed towards native welfare and the Government was satisfied with the terms offered.
- (7) Mined by the natives themselves during period 1961-1965:  
249.23 tons varying from 10.51 per cent. to 22.32 per cent. with a total value of \$22,026.10.

Mined by Western Mining Corporation during 1965-1966 under agreement with one native leaseholder:

326.02 tons varying from 9.44 per cent. to 39.80 per cent. with a total realised value of \$32,544.35 plus an estimated value of \$21,000.00 for one parcel not yet realised.

#### GREAT EASTERN HIGHWAY

##### *West Midland: Widening*

24. Mr. BRADY asked the Minister for Works:

- (1) Is it anticipated that the Great Eastern Highway at West Midland will be widened in the near future?
- (2) If "Yes," when will work commence?
- (3) If "No," why is the State Electricity Commission lighting on the south side of the highway at West Midland standing back 10 feet to 12 feet whilst lighting on the north side is immediately over the highway?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) Answered by (1).
- (3) State Electricity Commission poles for lighting this section are generally in the kerb position. Those poles which are set back 8 feet to 10 feet have been so placed because of the presence of other utilities—two water mains and a P.M.G. Department cable.

#### HIGH SCHOOLS

##### *Driver Training: Availability of Motor Vehicles*

25. Mr. DAVIES asked the Minister for Education:

Under what conditions are motor vehicles made available to high schools for student driver training?

Mr. LEWIS replied:

Before departmental approval is given for a high school to accept a car from a General Motors Holden dealer for the purposes of student-driver training, the following conditions must be complied with:—

- (1) An adequate insurance policy must be arranged covering both instructors and students taking part in the programme.
- (2) Only teachers holding the National Safety Council certificate as a driver instructor for the purposes of youth driver education are permitted to give instruction in the schools.
- (3) Students must obtain the written consent of their parents before any practical training is undertaken.
- (4) For the preliminary phases of the programme a suitable instructional area must be available away from the public road.
- (5) Driver education courses must be so organised that they do not interfere with the normal school programme.

#### YOUTH OF WESTERN AUSTRALIA

##### *Leadership Training*

26. Mr. DAVIES asked the Minister for Education:

- (1) Is any action taken to see that people who complete the National Fitness Council's leader training course later become actively associated with youth work?
- (2) Is there any indication of how long trained leaders remain active in youth work?
- (3) How many people have successfully completed the course in each of the past five years?

Mr. LEWIS replied:

- (1) Yes. No person not already working with a youth club is accepted for the course unless he or she undertakes to give six months' voluntary service if successfully completing the course. In practice much more than this period is usually given. Approximately 95 per cent. of the entrants for the National Fitness Council's certificate in youth club leadership are already actively associated and working with various clubs. They feel their lack of training and join the course so that they may do their work more efficiently.
- (2) Accurate statistics would be difficult to keep but figures at present available show that the leader,

upon completion of training, gives at least two to three years' voluntary service on an average.

- (3) 1961—34.  
1962—No course.  
1963—35.  
1964—57.  
1965—52.  
Total 178.

## QUESTIONS (10): WITHOUT NOTICE

### INDECENT LITERATURE

#### *Formation of Board of Review*

1. Mr. HALL asked the Premier:

As representations have been made to me regarding indecent literature by parents and citizens' associations of all Government schools, the parents and friends' associations of the C.B.C. College and St. Joseph's Convent, of Albany, what action has been taken by the Government to form a literature board of review to exercise control over obscene literature in this State?

Mr. BRAND: In the short time I have had notice of this question I have arranged with the Chief Secretary to give an answer.

Mr. CRAIG replied:

This request was also brought to my notice, as Chief Secretary, accompanied by a copy—free, I might say—of the infamous *Kings Cross Whisper*. This particular publication has been subject to fairly close examination for some time by the police as to its alleged obscenity, but some doubt is still expressed on whether this is so because of the double meanings implied in the publication; whether they be references to photographs or news paragraphs. There is also doubt on whether action can be taken by the police under our own Indecent Publications Act because, in their opinion, it is felt that judgment would go against them. Nevertheless, it is the prerogative of any individual, if he feels so inclined, to institute proceedings should he consider any publication obscene.

At this point of time we are not contemplating the formation of a literature board of review in Western Australia. Admittedly, Queensland has its own censorship board, but, here again, conflict can occur between the State board and the Commonwealth which, itself, has a censorship board on films and on the importation of publications. So far

as the State is concerned we are endeavouring to obtain State representation on the existing censorship board in order that some form of control may be exercised.

### MANDURAH ROBBERIES

#### *Apprehension of Offender*

2. Mr. RUNCIMAN asked the Minister for Police:

In view of the fact that the Mandurah police have failed to apprehend the man who is responsible for a continued series of robberies in the area, thereby causing fear and consternation to many householders, will he ensure that the local police force is adequately reinforced?

Mr. CRAIG replied:

This is no reflection, of course, on the Mandurah police. Every endeavour is being made to apprehend this particular hermit. Reinforcements have come from the Fremantle district, the Perth C.I.B.; and, I understand, a tracker, police dogs, and also mounted policemen have been called in to assist. The honourable member can be assured we are just as anxious to apprehend the hermit as are both he and the people in the district.

### EAST PERTH GAS WORKS

#### *Use of Oil Fuel Instead of Coal*

3. Mr. MAY asked the Minister representing the Minister for Mines:

- (1) Is it correct that the Government intends in the near future to burn all oil at the East Perth gas works, thus eliminating the use of 25,000 to 30,000 tons of Collie coal per year?
- (2) As the present seam of gas coal at Collie was well-known for a long time to have a limited life, will he explain in detail what action the Mines Department has ever taken to prospect the Collie coal area for another seam of coal similar to that which is now almost exhausted?

Mr. BOVELL replied:

I thank the member for Collie for giving me some notice of this question which I will now answer on behalf of the Minister for Mines. The replies are as follows:—

- (1) Yes.

- (2) The Mines Department has made a detailed study of the coal seams at Collie. There are seams which would be suitable for gas coal, but the working of these seams would depend on the costs of production and the market for such type of coal.

#### MOTOR VEHICLES

##### *Names and Qualifications of Shire Inspectors*

4. Mr. DUNN asked the Minister representing the Minister for Local Government:

Further to my question 2 on today's notice paper, will the Minister obtain the information requested in part (3) of the question, thus enabling him to answer the fourth part of the question?

Mr. NALDER replied:

I will convey the honourable member's request to the Minister for Local Government.

#### KING BAY

##### *Master Mariners: Complaint*

5. Mr. TONKIN asked the Minister for Works:

Yesterday I asked the Minister, without notice, three questions and he undertook, if I supplied the questions to him, to give the answers today. I now ask: Is he in a position to give those answers?

Mr. ROSS HUTCHINSON replied:

I regret I am not in a position to answer these questions fully today, and I would ask for a further postponement of the question. Perhaps I could say, for the information of the honourable member in the interim, that so far as can be ascertained there has been no specific request from the master mariners in regard to Dampier—or King Bay, as the honourable member has called it—but there has been a letter, I fancy, concerning north-west ports in general. However, I will supply more detailed answers to the honourable member as soon as I am able.

#### GOVERNMENT PUBLIC RELATIONS OFFICERS

##### *Duties*

6. Mr. BICKERTON asked the Premier: Arising from a recent feature article which appeared in *The West Australian* on public relations officers—who, I understand,

are, in the main, journalists—I ask the Premier: Will he give an undertaking that these public relations officers are not employed by the Government for the preparation of party-political propaganda?

Mr. BRAND replied:

As far as I am aware these officers do not prepare party-political propaganda. The political column in *The West Australian* is prepared by the Government, and it comes from me as the Leader of the Government. I do not know of any instance where party-political propaganda has been prepared by the Government public relations officers.

7. Mr. BICKERTON asked the Premier: Have any of these officers been used during elections to prepare material on behalf of the Government?

Mr. BRAND replied:

To no greater nor lesser extent than the previous Government used these officers.

#### SWAN RIVER CONSERVATION

##### *Introduction of Legislation*

8. Mr. ELLIOTT asked the Minister for Works:

Because of the great public interest, could the Minister give some information as to when he plans to introduce the promised legislation concerning the future preservation of the Swan River?

Mr. ROSS HUTCHINSON replied:

The Government is anxious to introduce amending legislation to the Swan River Conservation Act as soon as possible. I advise the honourable member that at this stage the machinery to achieve this desirable end has been well set in motion. At the present time the Crown Law Department is handling the details of the subject matter generally agreed on, and I hope to give notice of the introduction of the legislation within the next two or three weeks.

#### GOVERNMENT PUBLIC RELATIONS OFFICERS

##### *Number Employed*

9. Mr. BICKERTON asked the Premier: Will he advise the House of the number of public relations officers who were employed by the Government when his Government took office, and the number employed at the present time?

Mr. BRAND replied:  
I could not say.

Mr. Hawke: I can tell you. It was nil when we were the Government.

Mr. BRAND: The officers of a department, be they public relations officers or other officers, play some part in preparing publicity for the Government, whether it be of a political nature or otherwise. That has been the case with our Government, as with previous Governments. A number of public relations officers appointed over a period of time have been drawn from Government departments for the special purpose of publicising the activities of those departments. The principle remains that officers of departments have over the years—be they under-secretaries or public relations officers—assisted the Government in office with publicity.

#### *Facilities for Use by Opposition*

10. Mr. BICKERTON asked the Premier: Had the Premier answered in that manner in the first place he would have satisfied me. Will he make the facilities which are available to the Government also available to the Opposition?

Mr. BRAND replied:

No. Might I say that if and when the Opposition gets over to this side of the House it can have as many public relations officers as it likes.

#### **ADDRESS-IN-REPLY: FIFTH DAY**

##### *Motion*

Debate resumed, from the 9th August, on the following motion by Mr. W. A. Manning:—

That the following Address be presented to His Excellency the Governor in reply to the Speech he has been pleased to deliver to Parliament:—

May it please Your Excellency:

We the Legislative Assembly of the Parliament of the State of Western Australia in Parliament assembled, beg to express loyalty to our Most Gracious Sovereign, and to thank Your Excellency for the Speech you have been pleased to address to Parliament.

MR. WILLIAMS (Bunbury) [5.5 p.m.]: I along with the many other members who have spoken, wish to take this opportunity to speak in the debate on the Address-in-Reply, and to pass some remarks on matters affecting my electorate. I would like to place on record my thanks to the Minister for Industrial Development, to his staff, and to the officers of this department for organising the recent parliamentary tour of the north-west which, I felt, was very educational and enlightening to all members.

The next matter I wish to deal with is a parochial one; it is the provision of a new technical school at Bunbury. Over the last couple of years I have expressed the opinion that Bunbury was ready for a new technical school to serve itself and the outer regions. The student-hours of the existing technical school have increased considerably since it was established, and it is estimated that this year those hours will increase by approximately 20 per cent., compared with the figure for last year. That would give a total of the student-hours of the order of 160,000.

I have asked some questions of the Minister for Education regarding the proposed site for the new technical school, and the Minister has given some replies. Generally they are to the effect that the site proposed has not yet been acquired. This is the site situated in the area known as the Big Swamp in Bunbury, where there will be built one of these days a civic centre.

Other sites have been considered by the department, and one of them was recommended by the members of the technical school advisory committee, of which I am one. I asked the Minister why those sites had been rejected, and the reply was to the effect that the site south of the proposed ring road—which was the one recommended by the advisory committee—was being reserved for a future branch of the Institute of Technology, and that the site at East Carey Park would in time be in the middle of an industrial area. I agree with the comment of the Minister as regards the East Carey Park site and as regards the site south of the proposed ring road. However, I would ask the Minister to give consideration, before the site which is proposed at the moment is acquired, to investigating the transport and travel modes of the students and those who attend the technical school.

In answer to one of my questions the Minister said that the site in the Big Swamp was very centrally situated. I agree that at this stage of Bunbury's development it is in a centrally situated position. When the new technical school is built I suggest it will be there, not for a few years, but for many years to come. In the light of this fact perhaps some consideration could be given to acquiring a site which is not so near the present centre of the town, because Bunbury is expanding—and expanding generally in a southerly direction—and the proposed site recommended by the committee is south of the town.

No doubt the Minister, his departmental officers, and the Town Planning Department officers who have examined this site were a little perturbed. What made them recommend the site in the Big Swamp is that the students and those who will attend the technical school will require transport.

I have made a rough survey of the modes by which the students and others travel to the existing technical school. I suggest this to the Minister: Perhaps before the actual site in Bunbury is acquired, or before the particular site in the Big Swamp is acquired, a survey of the mode of travel of those who attend the technical school could be made.

I agree with the Minister and with the department that for educational purposes generally the site at the Big Swamp is a wise choice, particularly to acquire it at this stage, because land prices in Bunbury are rising. The number of trade apprentices attending the Bunbury Technical School totals approximately 230. There are none that I could discover who travel by public transport within the town; in other words, within the compulsory 12-mile limit. Of this number approximately 140 apparently travel in their own private vehicles, or by means other than public transport. There are approximately 90 who attend the school from out of town, and arrangements have been made by the department and the employers to transport them from their work to the school, and home again. The break-up of this number is as follows:—

Brunswick Junction	2
Busselton	19
Burekup	1
Capel	8
Collie	41
Cowaramup	1
Dardanup	1
Donnybrook	1
Dunsborough	1
Harvey	9
Roelands	5
Wokalup	1

That was my reason for saying the Bunbury Technical School does not only serve Bunbury; it is a regional technical school. We find that 90 of the trade apprentices come from outside the zone limit, and none of them travel by public transport.

According to my survey there are approximately 83 full-time students attending this technical school, and 13 of them travel by buses running between Harvey and the outer areas of Bunbury into the town. These are mainly school buses. Nine of them from within the town attend the school by public transport, while eight of them travel by other out of town buses which are on general services and not on school bus services. This gives a total of 30 full-time students who travel to the technical school by public transport from within the town. The other 53 would, presumably, come from within the town and would not use public transport, or would not have their transport provided from outside sources.

Of the night classes conducted by the technical school there is a total attendance of approximately 600. Of this number approximately 20 to 25 per cent. would

be students from out of town; in fact, a whole class of 12 students come from Donnybrook, and they are taking a farm welding course. This class is included in the estimate of 20 to 25 per cent. I should say the majority of that total of 600, say four-fifths or 480, would come from within the town or near town areas. They would supply their own transport. Although the privately-run internal bus services in Bunbury are conducted by one operator, there is a bus which arrives at the technical school between 6.30 and 7 p.m., but no particular bus is provided at any time for the trip back to the residential areas of Bunbury.

These classes commence at 6.30 p.m. and finish between 7.30 and 9.30 p.m., and in some cases 10 p.m., so it would be very difficult in a country town, where there is not a big patronage of bus services—and they are limited by the scope of such patronage—to provide all the public transport that is required. Consequently the people do not rely so much on public transport. I would ask the Minister to give consideration to the matters I have raised, and I suggest that perhaps a survey could be made by his department before a final decision is arrived at in respect of the site in the Big Swamp.

The next subject I wish to touch on concerns Bunbury Harbour. On the 1st July I notice there were two new appointments made to the board. The chairman (Mr. W. E. McKenna) retired from the board on the 30th June last. He rendered excellent service to the board, and I think it is fitting that a tribute should be paid to him in this House for his services to the Bunbury Harbour Board throughout the years.

Mr. McKenna spent 36 consecutive years with the Bunbury Harbour Board and was chairman for 26 of those years. Besides having a great interest in the harbour and port development of Bunbury, he has spent a considerable amount of time in community activities throughout the town and has made his presence felt in this field, besides running a business. I am sure the board will feel his loss. He has been replaced as chairman by Mr. Fred Roberts who, I believe, will make a good chairman and will carry on the good work done by Mr. McKenna.

I would like to say here that the new Bunbury Port Authority building was opened recently and a special request was submitted to the Minister for Works asking if Mr. McKenna could perform the opening ceremony of this building. I felt the Minister showed good judgment in agreeing to this request. Mr. McKenna, members of the board, and those representing various activities and industries throughout the town were delighted to think the Minister had agreed to let Mr. McKenna open this port authority building, a project for which Mr. McKenna had worked for many years.

Another member retired from the board on the 30th June because he will be leaving the area. Mr. Orton Bell has been a considerably active board member for approximately 11 years and has given great service to the board. Regarding the new chairman (Mr. Fred Roberts) I would point out that his family has had a close association with Bunbury as well as with the port; and his father (Mr. F. W. Roberts) was one of the very early members of the Bunbury board. His brother, the late George Roberts, was a member of this House. A new appointment is that of Mr. Bob Crowhurst. He is a young and enthusiastic fellow who I feel will put great time and effort into his duties on the board. Mr. Tom O'Brien will be of great assistance to the board in view of the fact that he has considerable experience in the mining field and is a member of the Institute of Metallurgy. He has considerable engineering and mining knowledge; and, because exports through the port of Bunbury are fairly considerable from the mineral sands, I am sure Mr. O'Brien will have quite a bit to do with that aspect of the port.

Shortly the second land-backed wharf will be completed, and I have no doubt that the Minister will do us proud by opening this structure, and I sincerely hope he will. This second land-backed wharf is warranted when one has regard for the total trade of the port. In 1961, the figure was 554,004 tons, while for the year ended the 30th June, 1966, the figure was 909,654 tons—nearly 1,000,000 tons—which represents a large increase in a period of five years. I have no doubt that as the years go by that figure will increase and, perhaps, the time will come when the Minister will announce plans for a third land-backed wharf, or something along the lines of a suggestion which I am about to put forward.

Within the port area of Bunbury there will, I should imagine, be a need to do a certain amount of reclamation to provide land for the proper operation of the port. This reclamation will require fill. In addition, at the present time there is, in the course of development, a solid-fill causeway.

Mr. Ross Hutchinson: We won't need parliamentary approval for this reclamation!

Mr. WILLIAMS: I should imagine not. I think the people of Bunbury will realise that it is most important to their future and to that of the whole region around Bunbury. I would like to suggest to the Minister that he and his departmental officers and engineers give consideration to setting aside some money for a survey of the estuary. The section of the estuary which I have in mind—if the engineers have any other section in mind I will not object—is that section from

where the Preston River enters the estuary—from that point west, and back in towards the town.

I hope they will carry out a survey in order to estimate the amount of fill through dredging, or other means, that will need to be used for reclamation within the port area. At the same time, I hope they will carry out a survey of the basalt and hard rock contours at the base of this section of the estuary. Reference to some of the very early proposals for harbour development in Bunbury in about 1908, 1909, 1927, and several others which were put up, shows there is a possibility of creating a sheltered harbour within this particular section of the estuary. Admittedly, if this ever came about, it would affect some residents within the area, but I feel there are much better areas in which to live in Bunbury as regards land and water table.

If my suggestion were carried out, a lot of reorganisation in regard to the planning of the port and the town itself would be necessary, but I feel it would be a wise move, if it were possible, to install several berths in this sheltered area. There is a problem in connection with getting into the section of the estuary I have mentioned. One has to go through from Koombana Bay and through the neck of land across which the railway line runs for the purpose of supplying the Bunbury power station with fuel.

Mr. May: What sort of fuel?

Mr. WILLIAMS: Coal at the moment.

Mr. May: Hear, hear!

Mr. WILLIAMS: A reorganisation of the rail system would be necessary, and perhaps the Minister for Railways may give this some consideration at the same time as the Minister for Works is giving consideration, in the investigation stage, to the particular project I have proposed. The development of this project will depend on the depth of basalt and hard rock in this area and the means of removing it. I hope the Minister for Works will give consideration to my suggestion; and I would like to hear of some decision in the near future.

My next subject is not so parochial, as it will affect not only Bunbury and its region, but also the whole of Western Australia, particularly the country areas. I refer to regional development. Before I proceed, might I say that at this particular point in our progress we constantly hear the word "decentralisation." I believe this word should be dropped from our language, because when it is mentioned by someone it is always understood to mean that something should be decentralised from a centralised area to that person's particular town. It is never to a region, but to a town.

No doubt when I speak of decentralisation I have Bunbury in mind. The member for Albany would have Albany in his thoughts; the member for Stirling would have Mt. Barker in his mind; and so it goes on. I believe that the only real way to create this type of development throughout the country areas is on a regional basis; not at one town or two towns, but at a series of towns within an area.

At the present time there are in operation throughout the State several zone development committees which have been set up under the Premier's Department. They operate under terms of reference, which I shall read in a moment. Over the years these committees have proved to be worth while in regard to the things they have done and promoted within their respective zones. By means of these committees, various Government departments are able to keep people well informed as to their plans and progress throughout a zone. The committees also make it possible for people within a zone, through their representatives, to place their ideas before the various departments. The terms of reference are as follows:—

- (1) The preparation of plans for increased population and production within the zone including:—
  - (a) The examination and recommendation of means by which primary production may be increased, including the development of virgin land and the more intensive culture of occupied land.
  - (b) The examination and recommendation of means by which secondary and other industries, particularly those associated with the primary products of the zone, may be established or extended.
- (2) Consideration of communications and transport and large scale public works which may assist in development.
- (3) Examination of the possibility of extension of amenities to country districts, including the provision of town and farm water supplies.
- (4) Investigation of any matters referred to the Committee by the Government.

Over the years, these terms of reference have been quite good but I am of the opinion that at this point of time they should be expanded. We must enlarge these terms of reference; we must give the committees more power; and we must give the people of a region the incentive in cases where they desire to use their own initiative. It may be necessary to keep these people on the rails, but they should be allowed to get on with the job.

Regional development is concerned with the overall growth of an area. This growth within a region generally has to do with population, dwellings or housing, primary industry, secondary industry, wholesale and retail trade, commerce, and any other thing one likes to mention. Regional development is concerned with anything and everything connected with the growth of a region. Growth will only occur if there are the preconditions necessary for it to take place. I believe that two important aspects of these preconditions are—

- (a) community attitudes or a town's will to get on; and
- (b) the infrastructure necessary for economic growth.

There are many instances in this State of neighbouring towns whose community spirits have resulted in entirely different growth rates. This has come about because the people in one town have had initiative, drive, and the will to get on.

It may seem to many people that the emphasis on this particular point represents a certain amount of hogwash, but it does not. It cannot be emphasised too often how important it is. It is something which cannot be done in a town by outside people. Many different services can be provided, but it is not possible to buy initiative; it has to stem from the people themselves. Therefore a vigorous town spirit should manifest itself by way of—

- (a) adequate and attractive sporting, cultural, and other social amenities;
- (b) an intelligent appreciation and attitude to tourism . . .

I am afraid that in certain towns, tourism is something that is regarded as a nuisance rather than an industry. I think tourism has become, and is becoming, a large industry, from which Western Australia will do very well. Continuing with my list of items—

- (c) careful assessment of regions and a town's resources and assets;
- (d) intelligent publication of opportunities, resources, benefits, and attractions of the area. In other words, people should publicise their regions.

The Government has an excellent record in providing the infrastructure for economic expansion throughout these various regions. It is all the more excellent when one considers the huge area of the State. The area covers one-third of Australia and has a small population compared with other States. Also, the Government depends on the Commonwealth Government for much of its income.

I would now like to refer to a booklet put out by the Department of Industrial Development. It is called *Major Investment Projects—Public and Private*. This

booklet emphasises the point of the Government providing this infrastructure. I do not intend to read out all the major

public capital investment projects, but just a few on various parts of the State. On pages 1, 2 and 3 we have—

Name	Nature of Project	Locality
Western Australian Government Railways. State Electricity Commission. Public Works Department.	Standard gauge rail.  New power station. Comprehensive agricultural areas water supply scheme.	Kwinana-Kalgoorlie.  Muja. Agricultural areas.
Main Roads Department.	Realignment and bitumen sealing of North-West Coastal Highway.	Carnarvon to Port Hedland.
Main Roads Department.	Reconstruction and sealing of Eyre Highway.	Norseman to W.A. border.
Main Roads Department.	Reconstruction and sealing of 274 miles of road.	Albany-Jerramungup- Esperance.
Medical Department.	Regional hospital.	Geraldton.
One hospital was recently completed at Bunbury. To continue—		
Public Works Department. Public Works Department. State Electricity Commission.	Dam construction. Second land-backed berth. 146 miles, 132 k.v. transmission line.	Waroona. Bunbury. City substation to Merredin.
Main Roads Department.	Sealing of Old Bunbury Coast Road.	Mandurah-Australind.

I could go on quoting for some time from this booklet. They are all Government projects and could help this infrastructure. Besides these, there are many private companies which are doing exactly the same thing, and we had an opportunity of seeing this when we visited the north-west. Projects carried out by private companies are helping with this particular type of infrastructure.

I have listed some of the Government projects which are attracting development to areas outside the metropolitan area. Although the Government has done much to provide the climate for investments outside the metropolitan area, I hope it will not direct industry, or forms of industry, to become established in any specific area. It would be much better from an economic point of view to have an industry established in the city and have it survive, rather than have it established in the country and see it fail. It would be difficult to attract executives of other companies to the country areas when they can quote the case of an industry that failed. Those executives would prefer to stay in the metropolitan area and it would be better to have them successful there than fail anywhere else in the State.

I think that country members will agree with me when I say that should an executive or an investor—or anyone at all—come to a country town, there is no actual place where he can be taken, sat down, and shown the whole resources of the region. Not all the resources could be shown at the one time, but intending investors could be taken around the town and shown what was there. People want to know the price of land, and the rates on the land. They want to know the prices of power, and whether rail access can be provided. They want to know the transport position within the town.

Mr. May: Can that information be provided at Bunbury?

Mr. WILLIAMS: No, not all those things.

If the member for Collie will listen I will show to the House why the council at Bunbury cannot give that information. If the Collie council can provide the information, it is a wise council.

Mr. May: We are up-to-date in Collie.

Mr. WILLIAMS: So I believe. To continue, future investors want to know the housing position and the prices of houses. They want to know the natural resources of the town and the region. Some of these people who wish to invest in a town do not want to know particularly what is within that town, but they might want to know the resources of the region around the town.

For a few moments I would like to refer to a publication called *Resources Survey*, printed by the Central Highlands Regional Committee, which operates in Victoria under the authority of the Government. The publication has a general introduction listing the main features of the Central Highlands Region and giving a brief historical review of the particular area. It then goes into the physical resources such as the physiography, geology, and mineral resources. Also under this heading appear climate, water resources and utilisation, forest resources and utilisation, and soils.

Part II deals with economic resources which are population, employment, primary industry and land use, secondary industry, and wholesale and retail trade and commercial services. Part III—services and utilities—lists the following:—

- (1) Public Utilities—
  - A. Electricity.
  - B. Water Supply and Sewerage.
  - C. Gas Supplies.
  - D. Transport and Communications—
    - (a) Rail Transport.
    - (b) Roads and Road Transport.
    - (c) Air Transport.
    - (d) Postal and Radio Facilities.



- (2) Housing.
- (3) Health Services.
- (4) Educational Facilities.
- (5) Tourist features, Accommodation and Social Facilities—

In brief, that is what is entailed within this publication. Then it goes on to "Index to Tables", and here one can find reference to any particular section of the publication. There is also a foreword which states that if there is not sufficient information within the publication then one is advised to get in touch with the secretary of the committee and ask for further information, which can be supplied.

Then at the back of the publication we find large scale maps in colour. There are six of them, as follows:—

1. Sketch Map of Geology and Economic Minerals.
2. Sketch Map of Topography, showing water resources and utilisation.
3. Present Land Use.
4. Electricity Supply and Other Town Services.
5. Transport and Communications.
6. Health and Education.

If we get to the stage of setting up regional development committees, I suggest that for each region something similar could be collated so that one would not have to go from one department to another. All the information would be at the one place and people wishing to start industry or commerce or agriculture within a particular area would not have to go hither and thither from one department to another. I believe that regions will help themselves in this way. I believe the points to be taken from the publication I have quoted are general, and I think the following points could possibly be the terms of reference. The name I would like to see used is "The Regional Development Association." It would be a partnership of the State Government, local authorities, and public-spirited local groups or individuals. This would bring in the whole community from the State Government level down to the individual who has initiative and wishes to extend it in some way to provide better facilities and better regional towns for himself and his children.

It must be an individual company in that it would elect its own directors and make its own policy decisions. The policy should be directed to the growth of the region whether it is economic, municipal, recreational, agricultural, industrial, commercial, or anything else members like to name.

It should be adequately informed about the potential of the region, and able to assess the resources; inform and educate the residents; and publicise the assets. Assets and information are not much good unless publicised. It should also be where it can do the most good.

My fifth observation is that a successful programme is one that most soundly meets the unique needs of the region.

I would like to suggest here that an officer, or officers, of the Department of Industrial Development be made permanent members of this committee. It should be a requirement that these officers must be very active people. Perhaps one officer could look after two committees, or, possibly, three committees. We must remember that some of our regions, as they would be named, would be as large as some of the other States of Australia. Therefore, our thinking within these regions must be equal to, or greater than, that in respect of some of the States within Australia.

I trust the Government will consider the general theme of what I have placed before the House tonight and that what I have suggested might be put into operation and that some day in the near future we may see these committees form better towns and regions and a better State.

**MR. HALL (Albany) [5.43 p.m.]:** I would like to add my few remarks to the Address-in-Reply. I will speak on the portion of the Governor's Speech pertaining to police. Unfortunately I have not been able to ask the Minister for Police a direct question concerning a reference made by His Excellency. His Excellency made the comment that—

The strength of the Police has been increased by another 25 men, and the Government is currently considering further increases. The new Central Police Station has been opened at East Perth and new police stations have been built at Brentwood, Morley and Gosnells. Further police stations will be provided at Jerramungup, Koolyanobbing and Wanneroo.

The point I would like to make is that in keeping with the development and planning of the regional gaols it has been planned to establish a new police station in keeping with the demands of the community at Albany. I am hoping that this plan has not been shelved. I know the specifications were drawn up for this particular project so that we could get away from the old Belsen camp that we have at the moment. When the new police station is built it will certainly give the Police Force an amenity which will give them a more desirable approach to carrying out their duties. So I am hoping that the Minister and the Government have not reached a state of inactivity in this regard.

The Minister has been rather ill lately and I am a little perturbed that I might upset him if I ask him any questions about the subject at the moment. However, I will probably be able to get the information by having a yarn with him about it.

The next point I would like to discuss is decentralisation and the many disadvantages which are suffered by Albany, and

the State generally, because of a lack of decentralisation. In this regard I should like to refer to the speech made by the member for Narrogin on opening day, when he moved the motion for the adoption of the Address-in-Reply to the Speech His Excellency made when opening Parliament this year. The honourable member said—

Economic development on the land, in both new development and in improved production together with the advancement in mineral research and industrial development, generally, has brought about decentralisation to an extent which would not have been thought possible even two or three years ago. New towns, new ports, new railways and new roads, together with old towns which were brought to life with increased and more vigorous activity . . .

The honourable member continued in that strain but I do not want to weary the House with what he said because I will make my own speech. However, after making those profound statements the honourable member said something to the effect that he was satisfied with the decentralisation that was taking place. There is decentralisation up to a point, but when we look at the statistics relating to the population of the metropolis and the country areas, and we see the figures showing the great drift of population to the city, we find they indicate that there is insufficient decentralisation in Western Australia.

Mr. W. A. Manning: I am sorry I did not mention Albany.

Mr. HALL: The honourable member mentioned Bunbury, but at the time I thought it would be necessary for the Government to have a suction dredge employed full time at that port if it were to be kept open. However, I do not want to upset the member for Bunbury because in his speech tonight he was not parochial and therefore I do not want to tread on his corns. As I said, when we look at the figures and we see the huge drift of population to the metropolitan area it makes us realise how difficult it is to substantiate claims that the development in the north will mean a great development of the population in that area. That does not mean to say, however, that there will not be an influx of people from the south to the north.

Mr. Bickerton: We don't want them.

Mr. HALL: That may be so, and I do not want to condemn the member for Pilbara for what he has said. He can put forward his own case when he speaks and he can tell us about the big industries being established in his area. We all know, from our trip to the north-west, what a great boost these big industries will be to that part of the State, and how they will improve the economy.

Unless more effort is made to decentralise there will be a terrific congestion of traffic in the suburban areas, and this will bring in its train the necessity to build overways and underways. There are so many features connected with decentralisation that it makes one realise what problems are involved unless something is done to improve the position.

Mr. Bovell: You have nothing to complain about. The population of Albany is increasing all the time.

Mr. HALL: And it will increase until something like 60,000 people are living in the district. Therefore it is time something was done to cater for the requirements of the increasing population in that part of the State.

Mr. W. A. Manning: What about the new State?

Mr. HALL: That is possible. If one looks at the map with which we were supplied when we visited the north-west one will see how big this State is when compared to the rest of Australia. It makes one realise, when one looks at the size of the other States, that eventually this State will have to be divided into two, or probably even three, States. This is not a myth; it is something which will have to be done, eventually, because of the terrific size of this State. One has only to study the map, look at the size of the Eastern States, and realise how the same sort of thing happened there. In years gone by the larger Eastern States were cut up, and the same thing will have to be done in Western Australia.

The development of the north-west, and the opening up of Port Hedland, in particular, will be a step in this direction; and it is logical that Port Hedland will be the centre of a new State covering the north-west. If the industries in that part of the State can be diversified, as the Minister is endeavouring to do, we might be able to populate the area to a greater extent than is possible at the moment.

However, my point is that we should do everything possible to prevent the population in the metropolitan area from growing too large because, as I have said, an increase in the population brings with it serious traffic and other problems, which those connected with town planning have to try to solve. We should look at the overall picture of the State and visualise what decentralisation would mean to it.

There was one point about the trip which I would like to mention; that is, I was given the "mobot" prize and I would like to tell members what I think it means. I think it is given to a man who has brains, takes advantages of opportunities, and practices temperance; and when I look at the other members who were on the trip I think that instead of being flying "mobots" they were flying "robots", because the trip was so well organised that they had no time to do anything but adhere to the schedule laid down. The

tour was most educational and informative and the Minister and his staff should receive our thanks for the way the tour was arranged.

I should now like to refer to some questions I asked the Minister for Industrial Development on the 4th August last. They read as follows:—

How many officers of his department are engaged on decentralisation—

- (a) full time;
- (b) part time?

The Minister's reply was as follows:—

- (a) Two decentralisation officers.
- (b) This depends, from time to time, on the volume and nature of the work associated with the development of regions outside the metropolitan area. At times there have been in excess of 8 officers (in addition to two decentralisation officers) employed for extensive periods on this type of work within the department.

The point I wish to make is that I in no way condemn the department; in fact, I think its officers are to be commended for carrying out their work with such vigour with the limited facilities available to them. However, the Minister says that there is only one full-time officer employed and the number of part-time officers depends on the volume and nature of the work associated with other departments.

There is no doubt that the question of decentralisation requires a great deal of study, and I can not go along with the member for Bunbury when he says that if an industry will not function in a decentralised area it should be established in the city. That does not apply in New South Wales where the Government provides subsidies and lower freight rates and a special department of decentralisation, with its own Minister. Therefore in a State like Western Australia we should be doing everything possible to decentralise before we are faced with too many problems brought about by centralisation. We should be doing everything we can to expand our decentralised industries instead of reducing their size, and we should set up a department of decentralisation to work in association with the Department of Industrial Development as well as other departments in the State. In this regard we should look at what has happened in New South Wales, in the other States, and in other parts of the world.

On Tuesday, the 7th September, 1965, I asked the Premier—

- (1) Is he aware of the serious social problems confronting country communities as a result of lack of employment opportunities for young men and women leaving school?
- (2) If so, what remedial action does the Government intend to take to rectify the unsavoury position and prevent the drift of population to the city area?

The Premier replied as follows:—

- (1) and (2) The question of employment opportunities throughout the State, including the encouragement of development in regional areas outside the metropolitan area, is always under review. It is not a new problem.

This matter should be considered against the background of the current high demand for labour in the State. Much of this demand is for desirable decentralised projects which are far removed from the capital city and which will create additional long-term employment opportunities when the construction phase is complete.

Those thoughts are completely opposite to the views expressed by the member for Bunbury when he said that if an industry could not carry on in a decentralised area it should be shifted to the city.

I am of the opinion that a person either believes in decentralisation or he does not. One has to feel that decentralisation is important and is necessary and desirable to the welfare of the State as a whole. I am sure the Department of Industrial Development, and the Minister, feel that way, although I am sure the big centralised and vested interests do not.

These industries would not favour decentralisation because of the cost of labour and the possible injurious effect it would have on the city block and their own personal finances. I think we have to instil a spirit of enthusiasm into the department, and the Government should adopt a principle that was founded and nurtured by the Labor Party in this State—I refer to the establishment of a department of decentralisation. It should be a separate unit working together with other departments to decentralise industry in this State. Western Australia is in its infancy and it has a wonderful opportunity to decentralise and profit from the mistakes of other countries.

I think the member for Balcatta would support my remarks because he has travelled the world and has seen what has happened in other countries through centralisation. I hope he will make his views known when he speaks to the Address-in-Reply. I am sure he will tell us that the question of decentralisation is well to the fore in many of the older countries of the world. To decentralise is logical and economic and we must be persuasive in our arguments in order to bring it about.

I am sure country people are in favour of it because it means industries being developed in country areas, and this creates employment opportunities for young country people. The same cannot be said for city people; probably they are the ones who do not really care but who would be more against it than for it. However, those who are really against it are the bigger companies, and they can probably

force their whims on to the Government; and they are most persuasive in their arguments against decentralisation. Therefore I think we have to do our best to encourage the decentralisation of industry.

Also on the 9th August last I asked this question of the Minister for Electricity—

What would be the estimated annual loss to the State Electricity Commission if metropolitan domestic and commercial charges were to be applied uniformly throughout the State?

The reply I received was—

It is estimated that, on present sales, the State Electricity Commission's increased annual loss on country undertakings would be \$700,000.

The only inference I can draw from that is that the people from the country are losing \$700,000 by living in the country areas. That is the only way I can visualise the position, particularly in view of the answer given by the Minister. The only alternative for the country people is for them to move to the city so that they may receive cheaper and more uniform electricity charges. If they are paying \$700,000 more to live in the country and thus support decentralisation, and they are gaining no advantage from it, the only alternative is for them to come to the city and cause real congestion. The other point I raised was whether the charges made by the State Electricity Commission for industrial power were uniform throughout the State. The answer I received was a bit more pleasing to the ear and reads as follows—

The State Electricity Commission's charges for industrial consumers are uniform throughout the country areas and large industries pay the same in the country area as in the metropolitan area.

That sounds to me as though the smaller industries in the decentralised areas have to pay a higher charge than similar industries in the city. The Minister for Industrial Development is constantly pounding the fact that we should build up our smaller industries in decentralised areas, and that we should support our local product, but here we find they have a burden to face; a burden of continuous blackouts in country areas where there are long lines of power transmission. Recently there was one such blackout in Albany, and a few days prior to that there was one at Mt. Barker.

These blackouts caused a great deal of inconvenience and loss to industry and commerce, quite apart from the inconvenience caused to domestic users through loss of foodstuffs, and so on. This being the case I cannot understand why we do not install a ringmain system in these far flung areas, or alternatively provide an auxiliary system which is capable of providing sufficient power more continuously. Even though an approach was made to

the Minister through the general manager (Mr. Jukes) we found we could not overcome the difficulty. The department has done its best to avoid the recurrence of these blackouts and has made every endeavour to maintain continuity of power to these far flung areas, but without success. The Minister said that he would be prepared to give every assistance to these areas.

Let us have a look at an article which appeared in *The West Australian* on the 27th May, 1966. The article is headed, "Tall Poles and Long Wires", and reads as follows—

Problem: To bring electricity from Collie, 125 miles away, to Perth.

Solution: Use about 2,000 jarrah poles, 400 miles of steel-cored aluminium cable, and add months of planning and much engineering skill and ingenuity.

To meet the increased demand for electricity, the State Electricity Commission decided to link the new Muja power station at Collie to the Perth system by overhead cable.

As part of the preliminary work, engineers flew over the country, most of it virgin bushland.

I could go on and read the article right through, but I think I have made my point that the long lines of power transmission are not conducive to providing a continuous supply of power to the country areas. This was a distance of only 125 miles, so how much more vulnerable would be a distance of 225 miles of bushland?

This brings me back very forcibly to the point I mentioned the other night when speaking to the debate concerning road maintenance contributions. I referred to transportation of solid coal by pipeline.

I am sure the member for Collie will be pleased to know that my thoughts lie with the European countries which are transporting coal by the slurry method most economically. We now find the Government taking action to give away our birthright, because coal is a very natural supply of power. It looks as though it is going to be sacrificed in the interests of the oil companies. It will always be hard to compete with oil because there are ways to offset the price of oil, particularly in the use of lubricating oils, petrol, and so on. Coal, however, is a most natural producer of power. We find that the pipelines all over the world are conveying solid material by the slurry method. Why cannot we visualise a powerhouse being established at Albany by the use of such a method?

The initial cost would probably be a great burden, but once that was overcome our coal could be transported by the slurry method and stockpiled at the other end. It could then be used to generate electricity all over the State. As I have already said this is done to a considerable extent in European countries.

I would now like to read an article which appeared in *The West Australian* of the 24th May, 1966. It appeared in the trade and finance section and is headed "Roma-Brisbane Pipeline Likely". It reads as follows:—

The Associated group "looks like getting its Roma-Brisbane natural gas pipeline under way". Here we find that natural gas will be taken by pipeline, and I can see that being done in this State as well. We should look carefully into these possibilities. We should consider the transportation of coal from the Collie coalfield to the southern portion of the State by the slurry coal method. This is carried out by centrifugal pumps, and so on. Research has proved that it can be done. Powerhouses could be established in the country areas to generate electricity for the southern portion of the State to keep up with the population expansion, and to provide a continuous and an assured supply. If this were done we would not be at the mercy of the oil companies, because we would be using our natural resources; and it would not only benefit decentralisation, but it would help the State economically.

I have touched lightly on the aspects of the possibility of the country population moving to the city, and the effect it would have. I have undertaken some research into this matter of the redistribution of population and its effect on decentralisation, and I wish to quote a few remarks which, I think, make my point forcibly. I would like to quote these few remarks, and I will give the names of the persons concerned later, Mr. Speaker. This deals with the "Future of the Big City" and reads as follows—

So far I have briefly surveyed the position as it is, and I would now like to deal with what appears to be likely to happen if nothing is done to prevent the headlong growth in cities like Perth, Sydney, Melbourne, and Adelaide.

I would like to amplify this by saying that the population of Perth is growing rapidly, and if the numbers continue to grow as they are doing in the metropolitan area, then the result will be higher land values, false though they may be.

We all know that industrial land is at a very high premium; land of any size is at a price that horrifies overseas visitors, and resumptions are practically impossible. All the factors seem to add towards pushing the costs higher and higher. Housing is being pushed further out as business moves to the fringes. The time taken to travel to and from work will gradually increase as the distance between the worker's residence and his employment increases.

Other effects of this continual growth in the metropolitan area will be higher parking costs and higher vehicle insurance costs; personal insurance costs will increase as a result of major and minor

accidents, and there will be delays and frustrations which will get worse and worse. Added to all this will be the fact that the queues will get longer and the crowds will get bigger.

This problem of traffic in the cities is so crucial that it has become positively critical. It brings its own difficulties, and it is rushing upon us with such speed that it will soon become a national emergency.

I would now like to give some of the reasons for the lack of industrial development—as it applies to secondary industries—in the country areas. There are many reasons for the concentration of secondary industry in the coastal regions, the most common of which would be the desire to be where there is a large population; where there is easy and quick access to raw materials, and the desire to avoid costs relating to transport to and from country locations, regions, and towns.

Freight costs are undoubtedly a bar to the economic operation of certain secondary industries in the country areas, particularly those in which freight plays a significant part in the ultimate selling of the manufactured commodity. Many companies, however, are inclined to over-emphasise the freight angle of the question, and the only reason they advance for not decentralising is because they cannot get staff, and so on. The staff that is obtained in the country areas is, in many cases, far more stable. This is particularly so because there is no counter-attraction. They are taken from a staid type of populace in the community, and they work very well in the local industries. The overall effect is that it is not necessary to train the personnel on a continuing basis as would be the case in the metropolitan area. Where the community is more stable, employees are generally easier to train. Apart from this the entire family will in some cases follow the same pursuit.

In the metropolitan area however the chances of employment are great, and accordingly there is a greater turnover, and this costs the industrialists, and the State, dearly. In dealing with the reluctance of executives to move from the city areas, I would point out that the reasons why they do not wish to do so are many and varied.

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

Mr. HALL: Prior to the tea suspension I was speaking of the reluctance of executives to move from the city areas, and some of the reasons I quoted were quite genuine, and others were not so genuine. One of the reasons given is the difficulty of obtaining employment for their children; another is being away from their associates in business or industry or associated industry. They also complain about a lack of skilled labour. I think I have already said that skilled labour does migrate from employment in industries or commerce in the country to similar posi-

tions in the metropolitan area because of the more lucrative advantages in the metropolitan area.

However, experience has proved that, with the right inducement, executives will migrate to the country. Many are adaptable to circumstances; and today, with the general overall increase in population and the additional amenities available—TV, faster communication by telephone, medical facilities, etc.—the country presents a more attractive proposition than previously. The medical services available in the country are almost equal to those available in the metropolitan area because of the establishment of regional hospitals. Only specialist attention is not available in the country.

If we give incentive to the executives they will migrate to the decentralised areas. They must be able to get their children educated to as high a standard as is possible in the metropolitan area. One of the advantages in the country is that the industries are close to the raw materials required. Those working on the locally produced raw materials—the people in canneries, meatworks, butter factories, timber mills, and woollen mills—have their raw materials close at hand, and this would be an overwhelming argument in favour of decentralisation.

Wool scouring works should be established at Albany together with the complementary felmongering works. If the Government were to subsidise or assist such a venture by tariff support, the industry could be established and carried for a certain period until it was able to maintain itself.

As an example of what subsidisation can do, I would like to quote the help given by the Hawke Labor Government. Cheaper freight rates were allowed to stabilise the wool sales at Albany and because of the subsidisation those concerned were able to establish themselves. There was a slump in sales last year because of the private wool selling, which is worrying the board and many producers. It is easy to visualise that if the auction system were to fail the market would be placed in the hands of the private seller to the definite detriment of the industry.

We know the wool producer has the right to sell his wool but if we consider the amount of wool that is grown in Albany we would realise that it would be possible for a scouring works to operate in Albany very successfully for at least nine months of the year. Other industries can be established in country areas where the raw materials are available on the spot. Tasmania has gone out of its way to decentralise, and it gives us an example of what can be done.

Freights should be reduced as an inducement for decentralisation. Also we should ensure that such amenities as sewerage and drainage, water, and electricity are available in these decentralised areas.

Water and electricity must be available in abundance and a continuity of supply must be assured, because some industries operate around the clock for 24 hours a day. Some industries in the Eastern States operate 24 hours a day for the full 52 weeks of the year with the possible exception of a fortnight when the plant being utilised must be overhauled.

Many economists and professors, as well as the Leader of the Opposition and, probably, the Government, are very worried about the lack of decentralisation. I desire now to make reference to population comparisons in the various States, except Tasmania, as set out in the following table which appears on page 11 of the *Fourth Progress Report of the Distribution of Population Committee*.—

<i>New South Wales</i>			
	Capital City	Remainder of State	Total State Population
1947	1,484,604	1,500,834	2,984,838
1959	2,054,800	1,701,575	3,756,375
Increase, 1947-59	570,796	200,741	771,537
Percentage Increase	38.5	13.4	25.8
<i>Victoria</i>			
1947	1,226,409	828,292	2,054,701
1959	1,777,700	1,038,823	2,814,523
Increase, 1947-59	551,291	208,531	767,822
Percentage Increase	44.9	25.2	37.0
<i>Queensland</i>			
1947	402,030	704,385	1,106,415
1959	567,000	873,998	1,440,998
Increase, 1947-59	164,970	169,613	334,583
Percentage Increase	41.0	24.1	30.2
<i>South Australia</i>			
1947	382,454	263,619	646,073
1959	562,500	358,336	920,835
Increase, 1947-59	180,046	94,716	274,762
Percentage Increase	47.1	35.9	42.5
<i>Western Australia</i>			
1947	272,528	229,952	502,480
1959	389,000	330,164	719,164
Increase, 1947-59	116,472	100,212	216,884
Percentage Increase	42.7	43.6	43.1

I now wish to acquaint members with the population figures of the metropolitan area and the remainder of the State. The figures were obtained from the censuses on the 30th June, 1954, and the 30th June, 1961; and, together with the estimate for the 30th June, 1965, they are as follows:—

Area	Capital City	Remainder of State	Total State Population
Census			
Estimated			
Perth Metropolitan	30/6/54	30/6/61	30/6/65
Rest of State	346,647	420,133	465,000
	291,124	310,496	339,463
Whole State	639,771	730,629	804,463

There is a figure worth commenting on here which shows the drift, at the respective ages, from the country areas into the metropolitan area. At the 30th June, 1954, in the age group of 0-14 years, the figure shown for the metropolitan area was 97,671. The comparable figure for the rest of the State in the same year was 97,079. There is practically no difference there. However, in the 15-64 age group in the same year, we find a changing pattern. In the metropolitan area there were 221,223 people resident whereas the comparable figure for the rest of the State in the same age group—that is from 15 to 64—was 176,509.

In the 0-14 age group there was almost an equal number of people who lived in the metropolitan area as compared with the number of people who lived in the rest of the State. But, if we look at the figures shown in the 15-64 age group for the respective areas, we find a distinct comparison occurring. In the 65-and-over age group at the 30th June, 1954, there were 29,753 people living in the metropolitan area and 17,536 living in the rest of the State.

I did not want to go through the monotonous reiteration of quoting statistics, which only bore the House, but I felt it was necessary to make that comparison to exemplify the point of decentralisation.

I think it is worth referring to the *Final Report of the Industries Development Committee Sitting as a Special Committee to Inquire into Decentralisation of Industry* compiled by the South Australian Government, in order to see how this problem affects the individual States, and how they tackled it. In doing this, it is not my wish to belittle our Government, because I think it has done quite a magnificent job with the limited staff at its disposal. However, the Government could follow the pattern created by the Hawke Labor Government when the latter decided to set up a department of decentralisation.

In New South Wales, a division of industrial development was set up through the Premier's Department in 1958 and the development of country industries was one of its primary objectives. The division has accepted the responsibility for decentralisation as enunciated at the conference of the Commonwealth and State Ministers in 1954, to which reference has been made in this report. I should like to mention some of the concessions that the State of New South Wales grants in order to assist decentralisation—

1. The granting of rail freight concessions on raw materials and finished products of country industries.
2. The granting of rail freight concessions on plant and machinery for initial establishment at country locations or for expansion.

3. Road tax concessions where existing rail services do not provide satisfactory service.
4. Provision of sale and rental houses for key personnel.
5. Assistance towards power, water and gas costs where such are excessive in relation to similar costs in the metropolitan area.
6. Loans to industries in areas of poor employment.
7. Loans at other centres where local authorities will share cost of providing factory premises and in special cases premises, plant and equipment.
8. Grants to industries in special cases of proven disadvantages compared with city locations.
9. Subsidies in appropriate cases towards cost of travelling between city factories and country branches.
10. Subsidies in appropriate cases of trunk line telephone costs.
11. Subsidies towards training of country personnel.
12. Subsidies amount to £2,000 p.a. in any case on freights to place country light engineering work on parity with metropolitan works when competing for work within reasonable distance of their locations.

I could go on through all the States and enumerate the steps that have been taken to assist decentralisation. However, this would take some considerable time and the illustration I wish to make is in regard to how we, in Western Australia, function compared with other States. In Western Australia, a Department of Industrial Development has been established. The functions of this department are to assist the expansion of existing industry; assist the establishment of possible new industries; encourage exports; organise exhibitions; and conduct investigations and research into the commercial possibilities of using indigenous raw materials for industrial purposes.

Without elaborating further, I think it is obvious that the other States have set up something of a stronger nature in the interests of decentralisation than we have in Western Australia.

With your indulgence, Sir, I should like to quote from a letter I received from New South Wales addressed to The Hon. R. H. Erskine M.L.C. Paragraph two of this letter is very interesting and it reads—

At the same time I thought that your Western Australian correspondent may be interested to have a brief historical background of our Decentralisation and Development Department. It began in 1940 as a one-man Development and Information Bureau attached to the Labour and Industry Department, and was expanded to a

Division in 1946 under the Ministry of Secondary Industry and Building Materials. In 1944, a N.S.W. Regional Boundaries Committee divided the State into 20 regions for survey and planning.

We can trace these comments back to the member for Bunbury when he mentioned regional development. However, this will not be effective until we have a department of decentralisation as a separate unit operating in the interests of the State.

I think the State has to be looked at on an overall basis, and this is substantiated by every report that has been compiled. Even Mr. Buchanan in the Steer committee report placed direct emphasis on the fact that we have to look at this decentralisation problem which is worrying the world today.

I think that Western Australia is just a part of this giant organisation and I think we should tackle the problem of decentralisation in a proper perspective. This would be to set up a department specifically for the purpose of decentralisation and working in co-ordination with the Department of Industrial Development, the Department of Agriculture, the Treasury, and the regional councils. I think this approach would work, and I think this is the way to achieve it. Now is the time that this problem has to be tackled and halted because this "gigantic Frankenstein" is one which is creeping on us every day.

We have our city problems, too. The Minister for Works has his problems with overways and underways. He is trying to find ways and means to overcome traffic congestion and the massacre on rail crossings.

Everything that one can think of is causing problems. There is the problem of vehicle insurance to the motorist because of damage to his car. In many cases no reference is made to minor accidents occurring through traffic congestion.

The other matter on which I wish to speak—and I know this will be of interest to the member for Bunbury—is with reference to the establishment of a university at the town of Albany. One day, I hope, the town of Albany will, in fact, by the city of Albany. To stimulate a little the heart of the member for Bunbury, I would like to read an extract from *The Albany Advertiser* of rather recent vintage; namely, at the time when the Governor, His Excellency Major-General Sir Douglas Kendrew, was visiting Albany. His Excellency made a statement which made headlines at the time. I have a photostat copy of this Press report from which I would like to read to the House.

Mr. Williams: Do you think ours will get the same headlines?

Mr. HALL: I do not know; the environment has to be there first. This article reads—

University College:

Setting Ideal, Says Sir Douglas

With its historical background, Albany would be ideal for establishing a university college, the Governor, Sir Douglas Kendrew, said at the week-end.

Sir Douglas said if the government was considering establishing university facilities in country centres, there was no reason why Albany should not be favourably considered.

The SPEAKER: The honourable member has another five minutes.

Mr. HALL: I do not think I need to elaborate much more on the suitability of Albany for a university. I know that the Government is giving consideration to this because I have been able to extract this information by means of questions and answers. In all seriousness, probably the Government is endeavouring to do something in this direction. The historical background of Albany, the setting, and the distance from the metropolitan area, should weigh considerably when a decision has to be reached on this particular point.

I do not wish to speak derogatorily about Bunbury in regard to its suitability as a location for a university, but, when one considers the distance that Bunbury is from Perth, one would imagine that, in the not-too-far-distant future, Bunbury will almost be a suburb of the metropolitan area.

Mr. Williams: And Albany will be a suburb of Bunbury!

Mr. HALL: Albany will always be the city of the south and independent through its magnificent port. However, although I think it would be the best thing if a university college were established at Albany, in all seriousness I think it would be a good thing if one were established at Bunbury, and at other places too. In this way, we could diversify our education. In the Martin report, this was definitely established as something which we have to do. We are reaching saturation point today in the academic qualifications required by universities in their teaching. Therefore we have to diversify the university colleges. However, it may be necessary to come into the metropolitan area for the last two years of training in order to enjoy the facilities which are available at the University of Western Australia. If that were done, I think it would be sufficient.

On this note I finish. I believe the setting at Albany for a university is ideal, as I have said, and I trust that the Government will take this into consideration when deciding the matter. I feel, too, that the Government should give consideration to the statement made by His Excellency



the Governor, which I have read to the House. After all, the Government took quite a lot of notice of His Excellency's Speech in the House on opening day. His Excellency was very worthy in his praise of the Government. Now, His Excellency is very worthy in his praise of Albany which he considers has all the attributes for the establishment of a university college, because he says the setting is ideal.

**MR. RUNCIMAN (Murray)** [7.56 p.m.] : First of all, I would like to refer to the Speech of His Excellency the Governor, on opening day when he made reference to the regrettable deaths of Senator Sneddon Vincent and Senator Sir Shane Paltridge. Senator Vincent was well known to me. We were at school together and we were great friends. I know that the work which he carried out as a senator and a representative in the Federal Parliament of Australia was really first class. We all regret his early death.

Senator Paltridge was, first and last, a very good Western Australian. He was very well liked, well respected, and was a very able administrator. I feel that the State, and Australia, lost a very fine statesman through the death of Sir Shane Paltridge.

The late Emil Nulsen who, for many years, was a member of this Parliament, was liked and respected by many thousands of people. Within the precincts of this House, he was liked and respected by members on both sides. I met him on several occasions and I confirm the very high opinion which is held of him. We were all very sorry to hear of his recent death.

During the Speech made by His Excellency the Governor, His Excellency referred to the visit of Her Majesty the Queen Mother to Western Australia. We are always delighted to have members of the Royal Family visit us and, on this occasion, we were particularly pleased that the directors of the tour were able to include, in Her Majesty's visit, a number of country centres, including that of Pinjarra. The great excitement and enthusiasm occasioned by such a Royal visit is really remarkable and gives a great deal of pleasure to many thousands of people—not only adults, but children as well.

During the very short time Her Majesty the Queen Mother spent in Pinjarra, many thousands of children from surrounding districts assembled there and gave her a wonderful reception. Her Majesty mixed amongst these children and spoke to many of them and to many of the charges from the Fairbridge Farm School in which she takes a very keen interest. Her Majesty mixed with most of the groups and consequently made it a red-letter day for all those young people.

The Royal Family, and all of its members, are always very welcome to this State. I think they do a particularly good job. They fulfil their positions with a great deal of

dignity, decorum, and friendliness, and are acclaimed by all, not only in the British Commonwealth of Nations but wherever they go throughout the world.

I think the members of the Royal Family have endeared themselves to everyone; they earn this respect in their own right. However, overall, people realise what the Royal Family stands for—the titular head of the great British nation which has done so much for the progress and benefit of all mankind.

I should like to say a few words on another subject. I should like to thank the Minister for the North-West, and his department, for making possible the most enjoyable trip to the north.

This was something which, I feel, we all thoroughly enjoyed. Early in the year I made a charter flight to those districts containing the iron ore deposits, and I was very pleased to be given the opportunity so soon afterwards of making another visit to the north to witness the wonderful development that has taken place. One has to see it to appreciate it. This development is taking place not only in one or two districts, but throughout the entire north.

During the last 12 or 18 months I have had the opportunity to travel through nearly all the State: from Esperance, through the eastern goldfields, the Murchison district, and on through the north to Kununurra, and I was amazed at the tremendous development that had occurred and is still continuing in all parts of the State. There is no doubt that the whole State is being developed. At one time development was taking place only in a portion of the State, but today one can truthfully say that the whole State is being developed.

Developing such a large State as Western Australia causes a great drain on expenditure to provide amenities and public utilities such as roads, schools, hospitals, etc. However, wherever we went in our travels through the north it was very heartening to see Main Roads Department gangs at work, either constructing the roads or maintaining them. The department has done a remarkably good job by the provision of really good roads from one end of the State to the other. This fact alone has contributed in no small measure towards the development of the State. Whatever money can be made available for this form of development will be of benefit to all people.

Reference has been made to the large acreage of land that is coming into production each year. It is found that Government departments are under considerable pressure to make possible the development of 1,000,000 acres annually. I am amazed at the rapidity with which this land is now coming into production, and the rapidity with which it is being cleared. This rapid progress of course, can be attributed to the use of the bulldozer and the large machines which enable farmers, in a short time, to plant their crops.

The reason for all this prosperity in the agricultural industry and also in our secondary industries is that everything we can produce today can, in the main, be sold on a good market. It appears that as soon as one door closes against our products another one opens, and this encourages producers to go ahead to produce or manufacture that which appeals to them, knowing full well that their product can obtain a ready market. This has not been so in the past. The static nature of our development in past years was mainly due to the fact that many of our products, including primary products, could not be sold on a ready market at a reasonable price.

The advent of more efficient organisation, and a vigorous approach by both Commonwealth and State Governments in making an effort to find markets by sending representatives overseas and establishing various trade organisations to obtain markets not only in Asia and South-East Asia, but also in Europe, have proved to be of immense value in the development of many of our primary and secondary products.

However, in developing our agricultural land at such a rapid rate we are aggravating the already serious problem of erosion, to which the Leader of the Opposition drew attention the other evening. Not only do we have the problem of water erosion, but also we have the serious threat of salt encroachment which is already a most serious problem in many parts of the State. In fact, it is putting out of production many thousands of acres of land. Although we have a soil conservation service which is doing a good job, it cannot possibly cope with the present problem, because the service is not large enough. That is quite obvious.

Last year I asked the Minister for Agriculture a question on this very subject. I asked if the soil conservation service was adequate to deal with the problem, and the answer was, "No". I believe that a great deal more must be done to assist in conserving the soil and to protect it from erosion. One might say that soil conservation and the prevention of erosion falls back on to the farmer himself, because after all is said and done he is master of his own property, and it is only by following good farming practice that one is able to cope with this problem.

However, it is apparent that the problem is getting right out of hand and it is necessary for the farmers to obtain expert advice on these matters. In my opinion there have not been sufficient advisers made available to assist the farmers. Some will take heed of the advice that is tendered, but others will use the excuse that they do not possess the necessary machinery to deal with the problem. I feel the Government should permit the soil conservation service either to hire or loan machinery to farmers to enable them to do the necessary work. I believe that such farmers do

not have a legitimate excuse, and that a determined attitude must be adopted towards this problem of erosion. However, whilst the existing problem remains with us and whilst the Government is going ahead with the development of new land to the extent that it is, it should give some consideration to the problem and the conditions under which people are opening up conditional purchase land.

Only the other day a farmer told me he was fortunate in being granted a block of land in a wheat district, and he intended to use a bulldozer to clear the property in one fell swoop. I said to him, "What about leaving some trees because you will need shade later on, and possibly you will also be met with the problem of erosion and salt encroachment as the land becomes older." His reply to me was, "I am not worried about that. All I want to do is to grow wheat." This is the sort of attitude that is adopted by farmers in many areas.

We could, perhaps, when blocks of land are allotted to farmers, give consideration to this problem by imposing some restriction on them to prevent their clearing the land willy-nilly. They could be advised on how to deal with the problem, but the way we are continuing at present we are building up further problems for ourselves. The stage is eventually reached where erosion becomes extremely serious and many thousands of acres are put out of production. The people will then turn to the Government and ask, "What are you going to do about it?"

Mr. May: There should be legislation to make farmers plant trees.

Mr. RUNCIMAN: They should be left standing in the first place.

Mr. May: That is too late now with many of the farmers.

Mr. RUNCIMAN: There are two sides to the problem: Erosion that is now taking place is one, and the other is the excessive clearing of land. This problem is so serious that it should be given every consideration as soon as possible. New South Wales has probably done more to prevent soil erosion than any other State, and as Western Australia now has under cultivation nearly as many acres as New South Wales—we will soon have more than New South Wales—we should make a greater effort than that State to put soil conservation into effect. In New South Wales there is a Ministry to deal with soil conservation.

One of the reasons why we are not obtaining sufficient results from the efforts that are made to deal with the problem is that there are too many departments involved. The Minister for Lands and Forests is naturally mixed up with this subject, the Minister for Works is drawn into it because of water and drainage, and the Minister for Agriculture also has a hand in the problem concerning farm management. However, practically the whole of this problem is dealt with by the Minister

for Agriculture and his officers. I therefore consider that it would be better to bring the problem under one administrative head. This may be hard to achieve, and there may be many difficulties associated with such a move, but this principle is followed in New South Wales and the scheme is working very successfully.

Mr. Brand: Is it successful?

Mr. RUNCIMAN: It is more successful than our scheme.

Mr. Brand: I am just asking, because the cost of the set-up in New South Wales is well over \$1,000,000 a year and it should achieve some success, of course.

Mr. Hawke: It is a good investment.

Mr. Brand: Of course it is a good investment.

The SPEAKER: The member for Murray will continue.

Mr. RUNCIMAN: This is a very serious problem, and I am of the opinion that people do not realise just how serious it is. Therefore, a great deal more publicity should be given to it so that farmers may be made aware of it. All departments should take a keen interest in this matter because it could become a great liability to the State. The idea of just going forward without looking back to see what has happened in our train is not very wise. Quite often we reach a stage in our development when we feel we should consolidate our position and watch our line of communications.

Whilst I do not advocate the curtailment of land development, I believe we should look to the principle of leaving more sheltered belts on the land, with whole stretches of them on various properties. This would be a great advantage in taking steps to curtail erosion. We do not have the fallowing system operating today to the extent it did many years ago, but I consider that if this did happen in many parts of the wheatbelt we could have a serious wind erosion problem on our hands as well.

I was also interested in that part of His Excellency's Speech which referred to the milk industry. The Governor stated that production had increased 5 per cent. above the previous State record. This is extremely gratifying, but I feel we can do even better with our milk production. The opening of the new irrigation dam at Waroona later in the year will prove of great benefit to dairy farmers in the surrounding areas, and will assist the whole-milk producers to produce more milk and more beef from that district.

The milk industry is well organised. It is well run and the leaders of the industry and others who have visited the Eastern States and seen the different set-ups in those States have returned to Western Australia full of praise for the system followed in this State, and the excellent work the Milk Board is doing. I know that difficulties arise from time to time, and dur-

ing the past 12 or 18 months a steep increase in the price of milk was obtained which was followed by a certain amount of resistance by many consumers as a protest against the increase. Such action, of course, creates problems. It dissuades many people from entering the industry, and the board from raising the quotas for the producers of milk who are at present on small quotas.

However, this is a phase which is only temporary, I feel. I understand that people are returning to the industry and that milk sales are increasing. In consequence, producers are looking forward to the future with more confidence. I would like to see more people entering the industry, and the producers with small quotas obtaining larger ones. However, unless we can sell more milk there is little possibility of this happening. In this connection I believe the industry should take part in a good promotion campaign with a view to selling more milk.

This is not just something for the board to implement. It is a promotional programme which the whole industry should get behind. We see big advertising and promotional schemes in the sale of other beverages, yet in regard to the most important beverage of all—that is, milk—the least is done. I think people ought to take to milk naturally, because in the first place they took to it naturally when they were babies. I would like to see people consuming more milk, and this can only be done by good promotion.

Mr. May: What happened to the milk factory at Waroona?

Mr. RUNCIMAN: The Nestles factory has closed down. It was taken over by Peters, because it could not compete with the wholemilk industry.

Mr. May: What is being done with that factory?

Mr. RUNCIMAN: It is producing skim milk powder. The purchasers intend to do a lot more with it.

Mr. May: They are doing something with it.

Mr. RUNCIMAN: Yes. When Peters took over there were between 20 and 30 employees in the factory, but employment around the district was found for them very quickly. This factory played a very important part in the development and growth of Waroona. It was formed in the 1930s and it proved to be a great boon to the district. At that time the whole-milk industry had not spread as far south as Waroona, but in the course of the years it eventually spread as far south as Capel.

Mr. Kelly: Do you think an expansion of the margarine industry will affect the dairying industry?

Mr. RUNCIMAN: Some say, "No". Representing a dairying district I am opposed to anything which might upset it.

and I am opposed to any increase in the margarine quota.

Mr. Norton: You would not be popular in Kununurra.

Mr. RUNCIMAN: I do not represent Kununurra.

Mr. Brand: His interests lie in Pinjarra, where he is popular.

Mr. RUNCIMAN: In the recent tour of the north-west by members of Parliament I became interested in what has been done in Carnarvon, because I represent an irrigation district. I saw the healthy state of the vegetable and horticultural industries in that area, and I realised the wonderful potential. To me it seems that Carnarvon is a very prosperous and go-ahead town. With the development on the horticultural side, in the prawn fishing industry, and of the tracking station, I have often wondered—after listening to the member representing the area—why he does not give credit to the Government for the work that has been done over the last few years.

Mr. Hawke: The member for Gascoyne gives the local producers a great deal of credit.

Mr. RUNCIMAN: I hope that eventually a bigger dam will be established at Carnarvon, so that the producers will be able to expand their operations. I was also interested in the development taking place at Kununurra to assist the pastoral industry. More experimental work is required to be done, but I feel there is a wonderful opportunity for further development in the area. With an abundance of water and a vast area of country there is a terrific potential to achieve a great deal more to assist the beef industry throughout the whole of the Kimberleys. Although the area might have been a little slow to get going, I think the future is particularly bright.

The experimental research station which is to be built at Fitzroy Crossing will serve a useful purpose. This project has been under negotiation with various station owners for some time. It will be a very worthy contribution to the pastoral industry. No doubt fencing, and the establishment and maintenance of good pastures are matters of great importance to the industry, but I think the research station can contribute a great deal by way of research. It has to prove itself, but I understand it has the full support of most of the station owners. In future years we can look to great benefits to be derived from the work of the research station.

A few months ago I read a small paragraph in one of the newspapers giving an account of an address by the Director of Fisheries at Albany on the potential of the sea fisheries of Western Australia. He pointed out that in the not-too-distant

future we could forget about estuary fishing, and we should concentrate on ocean fishing.

I could not agree more, because of the possibility of establishing a tuna fishing industry in the southern waters. I understand from some old fishermen that in the Peel Inlet there are now more fish than ever before, and that there is no diminution of supply. Those engaged in this industry, particularly the net fishermen, have no need to worry about the immediate future.

Greater encouragement should be given to young men who desire to follow fishing as an occupation. One or two young men have approached me in respect of this matter, but it is not so easy for a person to enter the industry. One does not merely buy a boat, and obtain a little knowledge of the sea to become a fisherman.

For permission to be granted to a person to operate a boat in the open sea he has to hold a coxswain's certificate. One has to spend two years in apprenticeship with another fisherman before one can take the requisite examination, and on passing the examination one is allowed to operate a boat. But it is not easy for young people to obtain these apprenticeships, and for that reason I have often thought that some training school should be established wherein the rudiments of seamanship could be taught.

Before a fisherman is permitted to take a boat out to the open sea it is necessary for him to have two years' experience. What amazes me is that a boat owner, with no knowledge of the sea whatsoever, can take his friends on board on a trip to Rottnest Island or beyond. All that he has to do is to have the boat registered. Yet a person who desires to earn a living from the sea cannot go beyond one mile from the shore unless he has had two years of apprenticeship.

I realise that this is a hazardous calling, but not all fishermen intend to engage in crayfishing—the most dangerous section of the industry. All they might desire is to be able to fish a few miles from the shore. They are up against the restrictions which have been imposed to safeguard the lives of fishermen. Before people are given permission to take private pleasure craft over to Rottnest, they should be required to possess some knowledge of the sea and how to handle boats.

It has been suggested on many occasions that search parties have lost much time in searching for lost fishing vessels; but what about the time lost in searching for lost pleasure craft? It is very dangerous to allow any person to operate a boat at a distance from the shore, unless he has some knowledge of the sea, because he is responsible for the lives of those on board. Consideration should be given to the establishment of a training school where people can be taught the

rudiments of seamanship. It could be established along the lines of driving schools.

Many members have spoken about the tourist industry of Western Australia, and nowadays people realise how valuable it is and will be to the State. In Western Australia we have possibilities, second to none, for developing the tourist trade. I have visited most of the tourist centres in the Eastern States from Cairns downwards along the coast. I have been amused by the comments of people who compared different parts of Western Australia with the Gold Coast. The northern part of our State compares very favourably and is every bit as attractive as the Gold Coast, but we are lagging a long way behind in the provision of amenities and facilities for tourists.

On the Gold Coast can be found every type of tourist accommodation, and all tastes are catered for. Good amenities have been provided; and the parks, gardens, and foreshore have been developed into attractive features which appeal to visitors. In the development of the tourist industry along the coast of Western Australia much greater consideration should be given to providing similar facilities.

It is not sufficient for us to have centres which command good views, and which possess good beaches; many other attractions go with those to make a town attractive to tourists. They include tidy streets, modern shopping centres, foreshore development, shady trees, and good accommodation. All these things are of vital importance to the development of the tourist industry.

In many of our coastal towns we do not seem to be getting anywhere. It is not sufficient to attract visitors to a town or district once only. They should be induced to come back again and again.

People demand more today. They want more in the way of amenities, and that sort of thing; and it is up to our towns, if they want a tourist industry, to provide these facilities and amenities. If they do not do this, I am sure people will go elsewhere to find them. We have some of the best scenery in Australia, but unless we provide accommodation and good hotels we will not attract tourists.

The grading of hotels, which is now being carried out by the Licensing Court, is a move in the right direction. I feel that, particularly in coastal towns, a good many of the hotels are old, even though they have been done up; but our motels in many of the towns compare very favourably with anything to be found in the Eastern States. However, as far as hotels are concerned, in many cases they leave a lot to be desired. Perhaps the grading of hotels might be a big help in this matter.

I intended to speak on one or two other matters, but I will leave them until the Estimates.

**MR. JAMIESON** (Beeloo) [8.32 p.m.]: There are a few items I would like to discuss. However, firstly, I would like to make some suggestions in regard to the streamlining of the rules governing debating in this House and possibly limiting the number of debates and extent of speeches made in this Chamber.

It was suggested by the member for Perth last evening that we could do a lot to improve the picture of Parliament that is presented to the public. That may be so. I feel that we can always improve our position in regard to these things; and operating under modern Standing Orders is desirable.

To this end, a committee of the Parliamentary Labor Party sat for many long hours—it had the advice of the two senior clerks of the Parliament—and completely overhauled the many facets of the Standing Orders with the idea of putting something forward. However, it is not for the Opposition, in the final analysis, to have any say in such a move. It can only be part of it. It would possibly be the responsibility of the Standing Orders Committee to make a thorough review of our Standing Orders. I believe there could be a lot of improvement made to parliamentary procedure. I am of the opinion that we can quicken up the proceedings, but I would not like to see any loss of rights on the part of members in regard to the Address-in-Reply.

In some States, and in the Commonwealth, speeches are limited to about half an hour or 25 minutes, or something like that, but most of those Parliaments have a peculiar habit of providing grievance days, or allowing a member, at the end of a sitting day, to move, on the adjournment of the House, in connection with whatever particular gripe he may have that he feels needs a public airing. This, of course, takes up a considerable amount of time, although it is true restrictions are placed on such debates insofar as the Federal House is concerned, as it provides for a time limit. However, while Parliament is in session, each and every day, allowance is made for grievances to be introduced into the Parliament and aired in a public manner.

If we limit the time that can now be used to speak on the Address-in-Reply, perhaps consideration could be given to providing some other means which will allow a member to publicly air a grievance. It is true that we now have a Standing Order which is obscure, and has never been used since the present Government has been in office. It provides for a motion to adjourn the House at the beginning of a sitting if a member can obtain six or seven other members to support him. I well remember my early parliamentary sessions when the then member for Claremont (Mr. North) never missed a year without using this Standing Order, even if it were to deal with roost-

ers crowding or with disconnected overhead trolleys of trams putting 440 volts into domestic mains and interfering with people's wireless sets. He even used it in connection with the conversion of the sun's rays into electrical power. He seemed to get away with it.

I do not know how I would get on if I approached you, Mr. Speaker, with a similar suggestion. I doubt whether you would be in agreement with it; and I doubt very much whether I would be able to get six members to stand in support of me. They would think things had gone haywire and that it would be better for me to resume my seat.

The SPEAKER: It is better to support my attitude in that case.

Mr. JAMIESON: The examination we made indicated that this Parliament is working under two sets of Standing Orders, one having been adopted from some American State. Strangely enough the Legislative Council, which has been the longest in existence, operates under the more recently adopted Standing Orders. We do not seem to have proceeded very far in the ironing out of our differences.

Mr. W. A. Manning: What are your proposals?

Mr. JAMIESON: The member for Narrogin has asked me what are my proposals. My proposal is that there be a complete revision of Standing Orders, even though my colleagues were not prepared to go as far as I would have gone on some issues. A typical instance is in regard to the presentation of a petition to Parliament. We demand that the petition have a prayer. No doubt this originated in the English Parliament when the head of the church was the head of the State, and, of course, it was necessary to add a prayer to any approach that was made.

I cannot see anything wrong with a petition that would say, "We, the undersigned, desire so and so." That is clear English and the signatories know what they want; but to indulge in the jiggery-pokery of including a prayer in the correct parliamentary way is nothing more than indulging in some form of false hypocrisy in an endeavour to discourage earnest people from doing something.

My parliamentary friend, the member for Perth, indicated that he thought the law in this State had become more streamlined but Parliament had not. If one thing frightens the public more than anything else it is legal action; with being associated with any action of law, because it means attending a law court. Because, and only because, of the black magic and its associations that have been handed down, the legal people have had all their own way in legal actions.

Mr. Hawke: And the cost!

Mr. JAMIESON: And the cost, of course. They are protected there by law by being able to have the costs of the court added to the case. Not only that, but at least when people come here to Parliament, occasionally, they can understand what we are saying if we are reasonably lucid. We might use some words not in accordance with the best English, but usually the public can make out what, for instance, the word "summation" means and what other words mean which we might find necessary to use to describe our particular attitude. But we certainly do not need to use the term *habeas corpus* or half a dozen other such terms which the legal people come out with every now and then. The public throw their hands up in horror and run to the nearest place to get away from the "legal eagles" so that they will not be associated with such Latin terminology. If we live in an English society why cannot we say what we want to say to the people in plain language.

For instance, I guarantee that if one went to St. George's Terrace and talked to the majority of reasonably educated persons of an adjournment *sine die*—a legal term—they would not know what is meant. Why do we not say, "Adjourned indefinitely"?

Mr. Bickerton: To some people it could mean a cross on a grave.

Mr. JAMIESON: It could. This sort of thing has been going on for a long time, and surely we should be encouraging the community to use correct English. Such terms as *mutatis mutandis* are unnecessary. I think it is high time we got away from this terminology. One thing about the Americans, though they are very often longwinded they usually seem to use English—though it be their own version.

Mr. Hawke: Do Americans use English?

Mr. JAMIESON: I suggest we need to get to the stage in our ever-growing affluent society where the educational standard—although not rising as quickly as we would like it, it is better than it was at the turn of the century—is good enough to allow us to approach an elementary court without the need for interference by legal specialists. Interference by specialised legal men in these courts is the thing we should discourage. We should be educated enough to present our own case.

Mr. Durack: There is nothing to stop people from doing that.

Mr. JAMIESON: There is nothing to stop them; but if the other party produces a lawyer who carries on with the usual legal terms the first party becomes frightened and is unable to cope with the position. I would suggest we should get to the stage where lawyers are completely barred from the elementary courts.

Another point on which the Americans have the right idea is that on many occasions before they go to court there is a

prior hearing. There is a round-table conference to see whether there is an established case that can be proceeded with, and whether it is desirable to proceed with the case. All the facets associated with the law are examined and then if it is necessary, and only then, does the case proceed to the court. Such a procedure would save the police prosecutor a lot of trouble on the one hand, and a lot of people would not be involved in the unfortunate situation of being caught by the legal profession and being faced with the problem of trying to sort out their affairs, as well as having to pay the expense of lawyers' fees.

Nothing frightens people more than being involved with lawyers. They are not so frightened of their parliamentary representatives; they think they can get their own back on them—at least every three years. If anyone extends their talking far more than is necessary, it is the legal fraternity. A classic example was observed by some members of this House when they had the experience of going before the electoral commissioners to represent particular points of view with regard to the boundary changes. Some local authorities, in their wisdom, retained a legal man. It took him about a day to get his ideas before the commission. I feel that those who employed him were becoming very worried by the way he was presenting their case. He was trying to make it elaborate. I think the matters referred to could have been handled far better by the members for the districts. I do not doubt that on reflection they would want to do the job themselves on future occasions, because of the mess that was eventually made of it.

From a law point of view the representations made might have been correct and proper, but from a practical point of view they were just hopeless and completely off the track of what was required. I would suggest there is a limitation in the community where the legal brains and legal training can be of use, and the sooner we are able to upgrade the thinking of people so that they can handle their own affairs rather than have lawyers interfere, the better off we will be.

Lawyers can place a certain interpretation on a set of circumstances but later they are prepared to run away from that particular point of view. They are always of the two-handed type. If we come at one hand they are all right but if we come at the other hand they are not all right. If one was able to tie down one hand, perhaps one could get some sense from them.

Another matter I wish to refer to is the recent rise in rentals by the State Housing Commission. The rentals originally arrived at for these houses were, as I understood it, classed as economic rentals. This, to my mind, meant that not only did they provide for the amortisation of the amount of money invested in the building, over a certain number of

years, but also for a percentage for renovations and other matters associated with maintaining the residence in a good and proper condition during the amortisation period.

Because of certain circumstances that did arise some people who were living in Housing Commission homes rather early in the life of the State Housing Commission—when building costs were cheaper—enjoyed a cheap rental. But the Housing Commission has now seen fit to encumber these people, who have had the houses for many years, with higher rents. This is despite the fact that the Housing Commission is making a substantial profit each year. Many of the people concerned have made considerable improvements such as putting in footpaths and keeping the houses in good shape without any consideration from the commission. Now they have been encumbered with additional rent. This is most unfair and unfortunate because the rents have been more or less brought up to parity with today's valuations.

When those houses were built there was no provision for hot water systems or low level flushing cisterns in the toilets, or a dozen and one other niceties. Until these amenities are provided by way of renovations, I think those people who have been in residence for a great number of years will be loaded with an unfortunate burden by the Housing Commission. In other words, all that the commission is doing is looking for additional profit.

If the rentals were not on an economic basis when the houses were built then it was the fault of the administration at the time. I fail to believe that the economic rental did not allow for a possible increase in the cost of renovations, etc. It does not seem to justify the move of the Government in putting up the rentals to such a degree. There could be some justification, as there always has been, when rates and taxes have increased, and land rates and water rates and local government rates have increased. There always have to be small increases to cover these.

To load on this additional impost now, is just adding on a profit margin for the State Housing Commission. The Minister might hasten to say that the money will be used to build more houses. I would agree. Naturally, this money will be used for that purpose—it is the commission's job to build houses. However, the Government is already making a profit out of the houses which are already there. The Government made about \$2,000,000, last year, and the Government could continue to improve on this figure as the numbers grow.

Surely it is not necessary to tax the people who have been good tenants of the Government over a number of years in order to provide houses for the people who have not been good tenants up until this time. I think this is a most unfair impost

and one which the Government should, even at this late stage, review in order to see if some fairer scheme could be worked out for these people who have been looking to the State Housing Commission for their properties over a number of years.

I realise it would not matter what we put some people in. If we put them in a pig pen, they would still make a mess of it. That, however, is a problem we will always have with us, and we will not overcome it by increasing rents.

I well remember that a member in another Chamber suggested that the housing shortage could be overcome by increasing the rents each week until people were not able to afford accommodation. Unfortunately for him, he had to find accommodation for himself, outside the Chamber, after the next election as a result of the poll recorded against him.

I have as a hardy annual a few words to say on fruit fly in the metropolitan area. The Minister always tells us what a good job the department is doing and what a good job he is doing, and he almost convinces me of what he says, except that the fruit continues to be full of maggots and to drop off the trees each year, and this makes me think the Minister is not as good as he says.

Mr. Nalder: Get on to the subject.

Mr. JAMIESON: I will; and the Minister will enjoy it, I am sure. In my own area, out Belmont way, the local authority this year was instrumental in calling a poll for a compulsory baiting scheme. This rather amazed me; and I was amazed to learn how far various departments can get tangled in red tape, and I intend to indicate just what happens before one can even get a vote in such a scheme.

In the first place I received a letter from the department on the 9th May addressed to myself and my wife, because we are partners in the property. I was a bit concerned about this and I wrote to the Minister pointing out certain features associated with the scheme and I said it seemed unreasonable. There was a ratepayers' roll, and if the partners chose to vote one way, it would be balanced out by other partners voting another way, so where was the necessity to go further? What occurred happens frequently because of the red tape requirements of departments, particularly the requirement connected with the form 4B. This form is a rather comprehensive one, and on it each person has to write his name no less than five times, and his address twice, and a considerable amount of information has to be given. This is only so that one partner can give approval for the other partner to be accredited in order to vote on a compulsory fruit-fly baiting scheme.

After completing the form it has to be sent back to the department and the person accredited to vote is included among those singly registered as persons who have the right to vote in a baiting scheme.

Then we get the ballot paper which is much more elaborate than the one used for the election of members to this august Chamber. It states that all sorts of things shall take place, and it is provided with a counterfoil. It also contains provision for the signature of a witness and for the address of the witness, and so on. With the ballot paper is a letter suggesting it would be a good idea to agree to the scheme, and there is also a little pamphlet enclosed showing the charges; namely, one tree, \$1.50; two trees, \$2.00; and so on.

I have always maintained, and still maintain, that this sort of stupidity will not get us very far, particularly when we have to fill in a dozen and one forms. It is interesting to know that finally in an area where the number of ratepayers was something like 10,000 the number of votes posted—no doubt many people would have "wastepaper-basketed" their ballot papers—was 3,760. That is the total number the electoral officer finished up with before he conducted the poll.

Of that number, some 882 voted in favour of the proposition; 405 against it; and 38 votes were informal. That made a total of 1,325 which meant that some 28 per cent. of those who were eligible to vote did vote at this particular poll.

The poll was approved and I was happy about it; I was on the winning side; but that has very little to do with the situation that I now want to put before you, Mr. Speaker. The poll has been approved so far as Belmont is concerned; and Or-rong Road is the boundary. On one side of the road people are paying \$3.25 for five fruit trees. But, on the other side of the road people are not paying anything because the Perth City Council is not doing anything. Therefore, if a person eradicates fruit fly on one side of the road, as soon as the breeze comes, the fruit fly comes back in again.

This helps the community a lot! Of course, if one is right in the centre, one might be protected for about a year. However, soon the problem would be with one again.

I think this problem should be tackled as the Government tackled the problem of the Argentine ants. Every time I have mentioned this, there has always been some reason why it cannot be done. It can be done. It needs only the will to do it and we can do it and make a good job of it. The problem could be tackled on an overall basis in the metropolitan area. It seems stupid to me that even one of the wards in Belmont has been excluded. The fruit fly is dormant for a time but, as soon as the effect of the bait wears off, it will come in from the other side of the airport and be a problem again. This does not achieve very much. In the meantime, some people are faced with a considerable cost in order to maintain this baiting scheme just to enable other people's



fruit fly to worry them as soon as the effect of the baiting scheme is over.

I suggest we should, very quickly, get away from this stupidity. The Minister introduced a Bill into the House to give us some overall coverage and control over fruit fly. The Minister keeps on saying that this is not a problem, but I suggest that he go to any people in the Bentley or St. James area in order to hear what they have to say. Those people have to rip the fruit off the trees as soon as it gets to the ripening stage or else the fruit will fall off. There is no other way because, if they do not pull the fruit from the trees, they are not complying with the law because they are keeping infested trees. It is a considerable menace.

The only thing I can say is that it leads one to believe that there should not be as much connivance with fruitgrowers not to have fruit in the metropolitan area. Most backyards have fruit trees, and if they are going to produce their own fruit, this could cause a down-drop in the price of fruit—possibly not very much, but some—for those who are growing fruit in the fruit-fly free areas.

However, we have to make an attempt to get rid of fruit fly. I have noticed that the South Australian people are fearing that the Queensland fruit fly may spread into the Murray district. That State has done a great deal of research, in conjunction with the Queensland Department of Agriculture, in sterilising the male of the species, and it has been found that this method has eradicated fruit fly in a very large area. I wonder whether we have obtained any information on this method with a view to using it in Western Australia; that is, the method of sterilising the males of the species by radiation and then releasing them. Only two weeks ago I read a report that 400,000 of these treated males had been released in a district for the purpose of eliminating the fruit fly.

Mr. O'Connor: That is, by the cobalt process.

Mr. JAMIESON: Yes, by cobalt or radiation in some way. We are not making much progress in this State, and we will continue to make little progress if we are to be asked to fill in forms such as those I have outlined before we can vote. To complete a voting card for the Legislative Assembly we have only to supply a quarter of the information asked for on this form. Surely there is no comparison between the two styles of voting! In one instance a person has the adult franchise which entitles him to vote for the election of a person who will assist in the running of the State's affairs, but the other form of voting is merely to overcome a local problem, and yet, in order to vote one has to supply unnecessary information to complete this form. This is ridiculous!

It is obvious that many of those people on the roll who are eligible to fill in this form 4 will not be bothered with it, and

therefore we may as well scrap the voting system altogether as to try to enforce it. If we take the firm of Sandovers as an example, I would suggest that its nominee would not be interested in the poll. The only people who would be interested in voting would be those residents who had fruit trees in their back gardens, so why worry as to what happens to the partners in a firm or the people interested in a company? In my opinion it has gone too far even to refer to it sensibly.

Mr. Rushton: Have you made your suggestion?

Mr. JAMIESON: Is the honourable member falling asleep? I have just made the suggestion that the department should take the matter over and tackle it on a broad basis.

Mr. Rushton: I did not quite get the message.

Mr. JAMIESON: Well, I think you have now. I am somewhat concerned about the building of high schools and the provision of schools generally in the metropolitan area. The aspect that has worried me considerably is the way the Education Department is wasting money. I am just waiting the opportunity for the Minister to reply to a question by saying that he does not have sufficient money for the provision of schools that are requested by members.

There is no doubt the Kewdale High School has been constructed from an aesthetic point of view, and there is everything in this school that one could possibly want. There are undercrofts and other pleasing features and it could almost be used as a university.

Mr. Hall: What?

Mr. JAMIESON: Even in Albany. It is, unquestionably, an imposing structure. I often watch television and on occasions a school called Jefferson High is featured, and the thought passed through my mind that the structure was somewhat similar to one I had seen in this State. It suddenly dawned on me that a clear comparison could be drawn between that school and the Kewdale High School. Subsequently I discovered that the architect primarily responsible for designing this school recently spent a considerable amount of time in the United States of America.

It is apparent that on his return to this State he had wonderful aesthetic ideas for a high school and I give him every credit for that; and when we can afford to build such a high school we can certainly go ahead and build it without any compunction. However, the same school could have been built on the basis that it would have served its purpose together with all the necessary facilities which the present one has for approximately three-quarters of the cost of the present building.

I will venture to say that the members of this House, even though they may have only a layman's knowledge of building, could point to where a great deal

of expense could have been avoided. There are a number of features of the building such as a cantilever type of structure whereby a room is suspended in mid-air when the scaffolding is removed. One can readily imagine the cost of building a classroom in such a manner compared to the cost of building a classroom on the ground. There is just no comparison.

As a result of the ideas with which the architects are being carried away, the Government's money is being poured down the drain. Admittedly one can find many functional innovations, but we do not want extravagant features embodied in a school such as the Kewdale High School. They are very nice to look at, but I do not feel that we can afford them. If we had said to the architect, "You can go ahead and build this school with unlimited funds" he would not have done any better than he has on this occasion. I repeat that we cannot afford such luxury at this stage.

On many occasions the Minister has told us, when we have asked for additional classrooms, or a new school, that there is insufficient money to build them. But there is money! If the Education Department intends to throw its money away in the manner it has, it has to provide more for other schools that are requested by the members in this House.

Mr. Graham: The more expensive the school is, the more fees there are for the architect.

Mr. JAMIESON: Yes, it is based on the cost plus system which works out very well for the architect. If one says to an architect, "Design a school to accommodate x-number of pupils without any cost restrictions," then he will design one that will return him the most money for his services.

Mr. Graham: Seven per cent. on the capital cost.

Mr. JAMIESON: According to the Minister's figures which he provided the other day, it is seven and a half per cent.

Mr. Graham: There has been a further increase, has there?

Mr. JAMIESON: Despite all the luxuries that have been indulged in at the Kewdale High School, and which have been commented on by the building tradesmen employed on the job, they were appalled at the unnecessary effects in the concrete facing, such as on the concrete beams which appear to be able to support an additional two stories if built above them. One of the excesses indulged in was that the specifications stipulated that oregon should be used for the formwork so that the grain of the wood would show up in the concrete piers for effect.

I thought that such work might be all to the good, but before long no doubt someone will recommend that the piers should be painted with some kind of bonded paint to give them a more pleasing

aspect, and the effect of this oregon grain in the concrete will be lost. Apparently the architect went to no end of trouble to achieve this effect with the oregon formwork instead of using the clip type of formwork that one sees generally used on similar constructions.

It is shameful that we should allow the Education Department to indulge in this form of luxury with its schools when we do not have sufficient money for the provision of educational facilities in other fields. I thought the display of extravagance was bad enough in the Kewdale High School, but at least it will accommodate 627 pupils; and in answer to my question the other day to the Minister concerning the City Beach High School, he replied that it accommodated 179 pupils, and at the foot of a table summarising the accommodation and the sections of both schools there is a note to this effect—"Area of each school approximately identical."

The Government has been excessive in its expenditure on this school, and heaven knows what it has poured into the other. It must have been equipped with gold balustrades for that amount of money to be spent on it, to house 179 pupils, as compared with 627 at Kewdale.

Mr. Rushton: What is the grade there?

Mr. JAMIESON: They are both progressive schools; they increase from first to second and third year progressively, but the first stage is approximately the same. The various types of rooms they have will show this to be a fact, and the area of each school is approximately identical. This expenditure indicates to me that the Government is not watching the purse strings; that it is not getting value for the money it is spending. The Government is prepared to build something here, and something there, and to spend whatever money is associated with it.

The strange part about the other school to which I have referred is that the Government had an opportunity to watch its progress, because it was built by the P.W.D. which was paid 4 per cent. of the cost for design etc., as against the 7½ per cent. paid to the architect that was responsible for the privately-built school. The whole position is fast reaching the stage where it really needs a full-scale inquiry into the costs that are involved, particularly where there are excesses such as those that I have mentioned.

I was acquainted by a person from the parents and citizens' association that the Belmont High School was to be made a five-year high school, or a senior school. Because of the number of pupils attending the school the member for the district and myself made constant representations for the Belmont High School to be converted into a five-year high school. On each and every occasion we were told by the department that this was never intended; that this school would never become a five-year high school; that there would be another school built.

We then found that the school at Kewdale was started with that end in view. All the answers to questions in *Hansard* refer to the Kewdale High School as a five-year high school. The department says, now, that the reason it wants to make this a five-year high school is because of the enrolments, and the Belmont High School will be made a five-year high school from next year.

This decision was taken in April, but no attempt was made to inform the member for the district, or those who represent adjoining districts, that the department had changed its attitude. We members are left to find out second hand. If a 2-inch pipe is put down in a street the office of the Minister for Works informs us of the fact; we get some notification from the department that this has been done. Surely it is not unreasonable to feel that when an important change such as that which was being made to the Belmont High School was decided upon the member for the district concerned should have been acquainted with the fact.

It is interesting to note that the Minister has said there is no change of policy involved. The Minister said in answer to a question—

No change of policy is involved. Previously the upgrading of schools in other areas was considered more urgent. Belmont's claim is now pressing and upper school numbers justify the establishment of a fourth year in 1967.

I will now go back to the 18th August, 1964, volume I of *Hansard* where we find that the high school with the greatest number of scholars in 1964 was the Belmont High School. I do not include the Tuart Hill High School, because that was a five-year high school, and at that stage it had 1,752 enrolments, and Belmont had 1,609. No other school had nearly that number of pupils in the metropolitan area, and yet, in those days, when we made constant representations in the matter, it was not considered necessary to convert the Belmont High School to a five-year high school.

We were told there were not sufficient students available, but now we find that they have suddenly become available. Of the other metropolitan senior high schools Hollywood had 992, Armadale had 1,205, and Scarborough had 1,364 enrolments in 1964. So it will be seen that none of these schools had the enrolment that the Belmont High School had, but apparently it was still not good enough to be made into a five-year high school.

Rather than make this a five-year high school the students who wished to continue their studies were sent around to other schools. This caused a great deal of inconvenience, because it was hard enough for parents to keep them at school without having to provide the necessary transportation to the schools in the other

areas. There is no doubt that earlier consideration should have been given to upgrading the Belmont High School to a five-year high school. Now, we find, on the eve of the Kewdale High School becoming a five-year high school that the department has suddenly decided that the school alongside it—the Belmont High School—should be upgraded to a five-year high school.

Mr. Rushton: You are not suggesting that the Armadale High School was not warranted?

Mr. JAMIESON: I do not suggest that any one of them was not warranted; I am merely pointing out what should have been done a long time ago, when we made representations in this direction.

Mr. Dunn: Was it due to the number attending Belmont High School?

Mr. JAMIESON: The Tuart Hill High School was the only one that had more enrolments. The fact remains that even though the Belmont High School had 1,609 scholars, and with the exception of the Tuart Hill High School none of the others had anywhere near the same number, the department did not see fit to upgrade the Belmont High School, at the time, to a five-year high school.

I would now like to make some reference to the question of the redistribution of seats and the procedures adopted by the commissioners. I feel that at some time in the future we should give additional directions to the commissioners in respect of the naming of electorates. We get the rather ludicrous position in the territory I know best where the Belmont electorate will have very little left of it in the proposed new redistribution. As a matter of fact there will be exactly one street left of the old postal district of Belmont in the proposed redistribution.

The name of Beeloo was a name generated by the commissioners to cover an area—not a defined area, but an area. It is true that when the member for Balcatta was Minister for Housing he tried to localise this to the banks of the river, but that has long since been washed down with the rest of the waters of the Canning River. It never materialised. The suburb we now know is Wilson. The idea the commissioners propounded of giving a location a name which did not apply to a particular district was, in my opinion, a very good one.

This should be encouraged, and a direction should be written into the Act to the effect that wherever possible district names should be avoided. I do not say that can always be done, because in the case of Perth, for instance, that is not possible, but I am sure we could do away with particularising a district name.

I give an illustration under the Commonwealth set-up. It does not matter where the Curtin electorate extends, an elector is either in the electorate or not. With the Swan electorate it is much the same, and it took in the Midland Junction

area at one time, but not now. Surely we should not be tied to the names of particular districts and be compelled to use those names, thereby making the names of the electorates ridiculous.

The people living in Queens Park have never, up to this stage, had any association with the Belmont district, but now they are to become part of the Belmont electorate. Similarly people living in some of the present Canning Shire districts, such as Welshpool, who had never been associated with Belmont, will now become part and parcel of the Belmont district. This is too ridiculous for words and causes confusion.

In adopting the name of Mirrabooka there is local association with the high school situated in that district, and the Electoral Commissioners should be encouraged to adopt such names. Perhaps it would be better to name the electorates Metropolitan No. 1, No. 2, No. 3, and so on. By doing that we would get away from proper names. If we start to wander about in naming electorates we will add confusion to confusion. People will wonder where they are.

We should look into this matter in the future, and a clear instruction should be given to the commission that wherever possible the names used should not necessarily apply to a named district.

One other topic I shall deal with in this debate concerns the privileges of members of Parliament. I have often advocated that members should be accorded remote area passes at least once a year, or once in a Parliament, so that they can arrange their own visits to any part of the State which is of interest to them.

I indicated when I spoke last year in this debate that in New South Wales the members were provided with three return tickets a year. If a metropolitan member wanted to visit Bourke he could do so. These fares are available to members to enable them to inspect their own State and to become better informed. Queensland carried the scheme further, and in the Done report it is recommended that members be granted the right of three return trips a year and be paid a maximum of \$10 a day for a maximum of 10 days while the member is away on such trips.

I do not say the Government in Western Australia should, or would, be prepared to implement a scheme to that extent. I suggest it should make an examination of the situation. Probably Victoria does not provide very much in this respect to its members of Parliament, because when a person in Victoria steps into a motorcar and presses the accelerator he is at the border of the State in a short time! Consequently a Victorian member who desires to visit some part of his State faces no problem.

Mr. Burt: That State sends three members overseas each year.

Mr. JAMIESON: That is so. I am now talking about travelling within the confines

of a State. If a member in Western Australia wanted to inspect the vast copper deposits in the electorate of the honourable member it would be most difficult for him to do so, unless the Government organised a tour, as it did recently.

The tour of the north-west organised by the Government was one of the good moves it made in this direction, and for this it deserves credit. The fact that there has been little criticism from the public indicates that the public expects these tours to take place. Some people who are bone lazy will not make a move to find out things for themselves, but the Government has a responsibility to the people to ensure that members of Parliament are kept informed. If it is not prepared to encourage members to find out what goes on in this State then the people will not get the best from their representatives.

The SPEAKER: The honourable member has another five minutes.

Mr. JAMIESON: The Government should look very closely into the possibility of adopting the proposal contained in the Done report of Queensland, or the scheme which is in operation in New South Wales. Overseas trips undertaken by members of Parliament are very educational, and we cannot have enough of them. In this respect there is not very much public criticism. The Government has often sent its representatives overseas on, what I have termed, plagiarist trips. The Premier has gone overseas several times, and I cannot see anything wrong with that.

However, it is a different proposition when a proposal is made to increase the salaries of members of Parliament by even \$100 a year. We would have half the Press in the State, and half the population, writing letters of protest, and thus causing considerable distress to Cabinet members and others. We always seem to be fighting a rearguard action on that score.

There are other moves which the Government can take to encourage members to see more of their State. Members should be encouraged in groups of two or three to inspect this or that project in a part of the State. Members should be afforded more facilities to visit places within the State. I do not believe that they would use up all the passes to which they would be entitled.

One last matter to which I wish to refer—and I have always plugged this for my colleagues representing the north—is that those members should be entitled to unlimited access to their own district. I repeat that if the member for Pilbara were to fly to Marble Bar every week he would soon be confined in the Claremont institution, and we would then not have to worry about him going to Marble Bar! However, he should be allowed to get to his electorate whenever he is required to do so.

Mr. Rushton: He has everything done for him.

**Mr. JAMIESON:** Those members are issued with a few vouchers each year. Irrespective of whether they use two or 22 a year, they should be entitled to them. In Queensland the members of Parliament are entitled to 18 return tickets a year to visit their electorates, and that number is small enough.

I suggest the Government look into the two matters I have mentioned: Firstly, remote-area concessions for State members of Parliament be granted; and, secondly, where there is regular transport a member should be allowed unlimited travel concession to and from his electorate, if and when necessary.

**MR. BICKERTON (Pilbara) [9.30 p.m.]:** A rumour circulated this Chamber—and it reached my ears—that when I finish my contribution to this debate and resume my seat we can all go home. I feel very conscious of the responsibility which rests on me.

**Mr. Bovell:** What about handing your speech in?

**Mr. BICKERTON:** That is one of the amendments we seek to our Standing Orders! I wish to deal briefly with only a couple of matters. I do not want to shirk my responsibility in dealing with the retention of the Barracks archway. I realise this is quite a contentious issue.

**Mr. Guthrie:** You can have it shifted to Marble Bar.

**Mr. BICKERTON:** I do not want it there. Whilst I appreciate the feelings of many people who desire the archway to remain where it is, I consider it is out of place in its present position. It should be removed for erection elsewhere if the cost is not too great, or else it should be demolished. I do not want to take a very great part in any argument—if I may bruise the King's English—on the retention of archaic buildings or archaic names. I do not want to be on the side of the archenemies or archangels, but in my view of the present situation it would be better to shift the archway.

One development which is much more important than the retention of the archway and which affects the front aspect of Parliament House is the establishment of a tunnel which could be used where the freeway passes Parliament House, instead of an open-cut road. This would give a nice appearance to Parliament House from the front, and would permit the building of a fountain, as suggested by the member for Murchison.

The area, bordered by Malcolm Street and St. George's Place, does lend itself to the establishment of a little park. If a tunnel, instead of an open-cut road, could be built then the appearance of Parliament House from St. George's Terrace would be enhanced greatly. The open-cut would look very ugly, and the noise problem would be acute. I am sure the public would be very concerned about the added

noise, because they think we make enough noise already! Before the decision to build the open-cut is implemented I hope the matter will be reconsidered.

I read a letter which the Minister for Works wrote to the Deputy Leader of the Opposition in reply to some correspondence. The cost involved was the main factor used by the Minister for refusing to provide a tunnel. I do not know if his figures were accurate, but there did seem to be a discrepancy. Even if the cost is considerably higher it would be worth while to build the tunnel, because it would be there for many long years.

I think all members will agree that the frontage of Parliament House would be enhanced and the view from St. George's Terrace to Parliament House would be greatly improved if the freeway went underground instead of passing through an open cut. I sincerely hope that the Minister for Works—or perhaps I should say the Government—has not made a final decision.

**Mr. May:** I do not like the words, "open cut".

**Mr. BICKERTON:** The honourable member has one at Collie. I hope the Government has not finally decided on the open cut to which I have referred and that it has not completely forgotten to have a look at the situation regarding a tunnel in that particular area.

**Mr. Elliott:** With a deck over it rather than a tunnel.

**Mr. BICKERTON:** I would be happy so long as there were three or four feet of earth on it. It appears as though it is possible and I will not argue as to what is a tunnel and what is an open cut with a cap on it. I am advocating that the traffic should proceed underground rather than go through per medium of an open cut.

**Mr. Acting Speaker (Mr. Mitchell)** you took the Chair at the wrong time because I intended to have a few words to say in regard to Standing Orders. I realise you are interested in this, too, but I did wish to refer the matter to the Speaker. However, I have no doubt he can always read a few remarks if they are of interest to him.

I agree with the member for Perth and the member for Beeloo that it is time we did something about our Standing Orders. It is true that the Opposition party did form a committee to go into this matter, which is not quite finalised. Someone interjected on the member for Beeloo and asked him what had been done, but he was kind to me and got out of that situation. As chairman of that committee, the fault rests with me in that I have not finalised the whole of the details. However, it is only a matter of typewriting to bring about finalisation.

I feel that the state of our Standing Orders lies very much at the feet of the

predecessors of our present Speaker and the present Speaker himself. There is a Standing Orders Committee in this House and, from time to time, suggestions are made by members. I have made many since I have been a member, and other members have made them, too. However, this committee has never met since I have been a member of this House.

Some 12 months ago I was elected to the Standing Orders Committee and it certainly has not met in that time. I suppose someone might say, "What have you done about it?" From my point of view, at least the Opposition did form a committee to go into our Standing Orders and take them Standing Order by Standing Order and compare them with the Standing Orders of the Legislative Council in order to discover any discrepancies, and look for advantages, one over the other. It is quite a big job, and one which I believe should have been done a long time ago by the Standing Orders Committee.

I even asked our present Speaker some questions on this matter the session before last, and for the sake of the record I will read this question. I will read the answers along with the questions. The first question was as follows:—

What is the purpose of the Standing Orders Committee?

The Speaker replied—

To provide machinery for effecting changes to Standing Orders. Standing Order 410 provides authority for the creation of this committee.

The second question was—

How many times per year has it met since he has been chairman?

The reply was—

Never. The last time this committee met was in 1954 when Speaker Rodoreda was chairman.

I am reading from 1964 *Hansard*, page 1128. The third question was—

What amendments or suggested amendments has it made to Standing Orders during this time?

The answer was—

See answer to (2).

The fourth question was—

What is the procedure to be adopted by a member of Parliament who requires to make a suggested amendment to Standing Orders?

The answer to that was—

Consult the Speaker.

So I did not get very far there.

Mr. Nalder: Did you consult the Speaker?

Mr. BICKERTON: I suppose that is one way of going about it, but what if one consults the Speaker and he says, "I do not agree there should be any amendment to that particular Standing Order." That is apparently where we finish. The only way, of course, would be a motion; but I feel that if this Standing Orders Committee were to meet regularly—even

if it were only once every year—and if notification were made that the committee was to meet on a certain date at a certain time, many members would come forward with suggestions.

Mr. Brand: I propose to write tomorrow to the Speaker to ask him to convene a meeting.

Mr. BICKERTON: I suppose that could be done.

Mr. Brand: It will be done.

Mr. BICKERTON: That is one way of going about it, but his reply could be that he is not going to convene a meeting.

Mr. Brand: I hope not.

Mr. BICKERTON: He has the final say on that. It is interesting to note that the Western Australian Legislative Assembly obtained responsible Government in 1890 and it based its Standing Orders and Constitution on the Standing Orders and Constitution of the South Australian Legislative Assembly. If we compare the two now we will find that at this stage they differ quite a bit. However, South Australia obtained responsible Government in 1856 and its Standing Orders and Constitution were based on those operating at the time—in the main, anyway—in the House of Commons.

Therefore in 1856 South Australia based its Standing Orders and Constitution on those of the House of Commons; but how long prior to that the House of Commons had been using them I do not know. It was probably for a couple of hundred years. Therefore our Standing Orders, outside a few small amendments on the restriction of speech time—and if I had been in the House at the time I would have voted for that one—nothing has been done to our Standing Orders for probably 200 to 300 years.

It does not seem right to me that we have not progressed sufficiently to effect some amendments to our present-day Standing Orders. When we were comparing our Standing Orders with those of the Legislative Council we found that House had a much more sensible approach to many of the Standing Orders.

Mr. May: The members there go home early. That is very sensible.

Mr. BICKERTON: I think probably one of the reasons they do go home early is because they have many short cuts in connection with what we are discussing. Unfortunately the number of a Standing Order in one House is not necessarily the same number in the other and it is not easy to compare them. However, I think that many shortcuts have been taken in that House as a result of the fact that they drastically amended their Standing Orders in 1922.

The Standing Orders of the Legislative Council are based on the Federal Senate, and the Federal Senate when it came into operation based its Standing Orders prin-

cipally on the American Senate and, to some extent, on the House of Commons. It could not very well base its Standing Orders on the House of Lords, as members will understand, because they would not be applicable to that type of House. Therefore the Legislative Council based its Standing Orders principally on the American Senate, and this is undoubtedly the reason why our Legislative Council Standing Orders are, in effect, much ahead of those of the Legislative Assembly. The Yanks do have a habit of cutting a few corners where possible, not that I agree with everything they do.

So I repeat again that Speakers are responsible from time to time for making a note and looking into matters which members may bring forward in this Chamber in connection with Standing Orders and are also responsible for calling together much more frequently the Standing Orders Committee with the object of bringing before this Parliament any amendments which may be thought desirable.

As our present Speaker has had a trip to the House of Commons he would be fairly well acquainted with the Standing Orders of that House and whilst I have not read them myself, I have read a report on them, and it is a very interesting one for those who are desirous of doing something about our Standing Orders. The report is by G. D. Combe, M.C., who is the Clerk of the House of Assembly in the South Australian Parliament. He made the report in 1963, and the first paragraph of his introduction explains how he came to be sent over there. The report gives an account of some features of the proceedings of the House of Commons observed during his three months on exchange duty.

The South Australia Parliament came to an arrangement under which its Chief Clerk was sent to the House of Commons on an exchange basis and he actually acted there as an honorary clerk of the Commons. He brought back many suggestions of methods for speeding up the proceedings as far as the Assembly in South Australia was concerned. Many of these suggestions have been mentioned here. The member for Perth mentioned one or two of them the other night: dispensing with such things as adjourning the third reading until the next sitting, when there has been no amendment; cutting out the necessity in certain circumstances of going into Committee; restricting in some respects the length of speeches during the Committee stage, and so on. There is no reason whatever why we could not amend our Standing Orders along those lines.

Quite a difference of opinion existed among the members of the committee the Opposition appointed to deal with Standing Orders, especially when it was a question of taking short cuts. The older members of Parliament—and I am not so much referring to age now as years of service in

Parliament—were very loth to give anything away at all. I suppose they felt it was tradition to them and that once we started to pare down the time of a member's speech it would not be long before he would be robbed of his just say in the affairs of the State and so on.

However, I feel that a sensible approach can be made and if a report were completed and submitted to the House, then it would be up to the members themselves to decide whether or not the suggested amendments would be worth while. I would hope that this would be one Bill or motion—even if it were a motion to refer the matter to the Standing Orders Committee—which would be treated, if and when it is submitted to us, as a private member's motion and dealt with in a reasonable manner in order that the resultant Standing Orders would be the best set we could get as at this point of time. Then future Parliaments would have to review the Standing Orders from time to time.

When we were near the completion of our investigation we asked the clerks of the Assembly and the Council to assist us, and they submitted very sound reasons why certain Standing Orders some of us felt should be repealed should be retained intact.

That is the type of thing I imagine would happen when a matter is brought before Parliament; so if, without taking away from any private member his right to have his say when he feels like it about matters that affect him, we can speed up the procedures in this House, we will be getting away from our 2 a.m. and 3 a.m. efforts. Also, I should hope, we would be getting away from legislation by frustration—not only frustration, but legislation by exhaustion, which applies at the end of a session. It is possible that Governments will be in a position to have legislation with the minimum frustration. It would benefit both sides of the House.

Members will notice the lengthy procedures we go through to go into Committee. It is a matter which another place does not tolerate. When the second reading of a Bill is completed the other place automatically goes into Committee. These are only small things, but it is surprising the time they can save over the period of a Parliament.

I know I would have many critics on this. They would say that it would not be long before Governments would find ways around certain Standing Orders so that legislation could be pushed through without members having a proper say. I do not think we need be very worried, because that would soon be rectified by further amendments to Standing Orders. In my opinion, all members of the House would want to see a fair go where our State Parliament is concerned.

I will leave the matters which concern my electorate until the Estimates rather

than hold up the House at this stage. But I would like to restate that I think it is time we had two sessions of Parliament. Ours is the only State out of step as far as the Commonwealth is concerned. I do not think it is good for the State that we should have this long recess. I am inclined to think that we would all benefit from two sessions. If there is anything at all in the old saying that good Oppositions make good Governments, then I think the Opposition should have the right more frequently to bring matters before the Government than it has at present.

The present session is a long session, as we all know. Towards the end of it members are very touchy. The great Standing Orders under which we operate and which we say we will fight to hold to the bitter end, go out the window. They are automatically suspended and Bills go through in one day. That is a protection of course which one can always use against someone who never wants to touch on Standing Orders lest a man will be robbed of his right to speak. Do not forget that at the end of a session when some 50 or so Bills go through—some of them in a single day—Standing Orders are automatically suspended.

I think that amendments to Standing Orders and a sensible approach to the subject of two sessions of Parliament are possible. The two sessions would have to be restricted in length so that they would not run into one long session. I think the result would be that members of Parliament would benefit greatly and so would the people of the State. I feel sure that our Parliament would be a better place.

Debate adjourned, on motion by Mr. Elliott.

*House adjourned at 9.55 p.m.*

## Legislative Council

Thursday, the 11th August, 1966

CONTENTS		Page
ADDRESS-IN-REPLY : SEVENTH DAY—		
Speakers on Motion—		
The Hon. N. E. Baxter	.....	276
The Hon. A. R. Jones	.....	284
The Hon. F. R. H. Lavery	.....	280
QUESTIONS ON NOTICE—		
Lake Grace-Pingaring Road—Kuender Siding : Bituminising	.....	275
Natural Disaster Payments from Commonwealth : Disbursement by State	.....	275
Public Service—Professional Officers : Number Non-British	.....	276
Strata Titles—Duplex Houses and Home Units : Legislation	.....	276
Underwater Blasting—Cockburn Sound : Damage to Houses	.....	275

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 2.30 p.m., and read prayers.

### QUESTIONS (7): ON NOTICE

1. *This question was postponed.*

#### UNDERWATER BLASTING

##### Cockburn Sound: Damage to Houses

2. The Hon. J. DOLAN (for The Hon. R. Thompson) asked the Minister for Mines:

Due to the under-water blasting being carried out in Cockburn Sound, and the alleged resultant damage to State Housing Commission homes in Medina and Calista, will the Minister for Housing have departmental building inspectors effect a survey of all rental houses, and purchase homes in this area covered by State Housing Commission insurance policies?

The Hon. A. F. GRIFFITH replied:

The Minister for Housing advises that as a result of investigations already undertaken it is considered that such a survey is not warranted.

3. *This question was postponed.*

#### LAKE GRACE-PINGARING ROAD

##### Kuender Siding: Bituminising

4. The Hon. E. C. HOUSE asked the Minister for Mines:

When will the section of road near the Kuender Siding on the Lake Grace-Pingaring road be completely bituminised?

The Hon. A. F. GRIFFITH replied:

The alignment of the 1.2m section of the Lake Grace-Pingaring Road near Kuender Siding is now being finalised. It is proposed to prepare plans and institute resumption proceedings with the view of providing funds in next year's programme.

#### NATURAL DISASTER PAYMENTS FROM COMMONWEALTH

##### Disbursement by State

5. The Hon. N. E. BAXTER asked the Minister for Mines:

With regard to the amounts of £32,625 and £193,273 being financial assistance to the State by the Commonwealth, under the heading "Natural Disaster Payments", for the financial years 1960-61 and 1961-62 respectively, will the Minister inform the House the full details of the disbursement of these amounts?

The Hon. A. F. GRIFFITH replied:

The grant of £32,625 received in 1960-61 was a contribution towards expenditure on relief as a result of cyclone damage to Carnarvon during March 1960. De-