

them that I had no authority to order the fill to be supplied; that I had no authority to spend ratepayers' money on private properties.

The Hon. R. F. Hutchison: All you need is a deep drainage system.

The Hon. H. R. ROBINSON: I do not know whether the honourable member knew that I did not have the authority. The complaints kept pouring in, and we were asked to start the drainage straight away. Members know that in the midst of winter it is not possible to undertake this drainage. Firstly, deep drainage would have to be put down. I immediately arranged for a deputation from my council to wait on the Minister for Works, who has arranged for his officers to have a look at what might be done in the area. Following a drop in the water level, I arranged with my engineers to have the sludge pumped out. It was useless to put pumps on the job, because there was no way for the water to go.

The Hon. L. A. Logan: It would run back just as fast.

The Hon. H. R. ROBINSON: Yes. I do not know whether Mrs. Hutchison knows more than my engineers. Turning now to Woodrow Avenue, subsoil water formed on the roadway in front of the Macabean sports centre. The water gradually started to destroy the road, which was beside an unmade road. My engineers decided that the only way of relieving the situation was by piping under the road and running off the water into a basin in the unmade portion of the roadway.

The Hon. R. F. Hutchison: It smells to high heaven!

The Hon. H. R. ROBINSON: Our health inspectors check it regularly and they assure me there is no health danger. It is not doing anyone any harm and at least it has taken the water off the road. There was no alternative but to put a pipe under the road and take the water away; and the only sensible thing to do was to put the water on to this unmade road. Mrs. Hutchison is continually saying it is a menace to health.

The Hon. R. F. Hutchison: So it is.

The Hon. H. R. ROBINSON: In the first place, she implied that we were running the water on to someone's property. She has not made any inquiries about it, but that is the position with the Woodrow Avenue area. As regards the area, I took a deputation to the Minister, and he intends to have a look at that also. In the district which extends from the point in Woodrow Avenue where the flooding occurred this year, near the Macabean sports centre, right through the Dianella area into Hampton Park, there is a high water table, and I agree with Mrs.

Hutchison when she says that in some parts the land should not have been used for building purposes.

The Hon. R. F. Hutchison: No.

The Hon. H. R. ROBINSON: Unfortunately, prior to sane thinking in regard to town planning, people went out there and thought they were buying cheap land. Now they expect the local authority to expend a considerable sum of money in draining it for them.

The Hon. R. F. Hutchison: Why shouldn't they? Isn't that what it is for?

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. H. R. ROBINSON: I am trying to tell the honourable member it would have been far better to build either on higher land, or land with a better fall, rather than on this paper bark country.

The Hon. R. F. Hutchison: Why didn't you stop them selling it?

The Hon. H. R. ROBINSON: We believe in free enterprise.

The Hon. R. F. Hutchison: Oh, so that's the answer! Free enterprise!

The Hon. H. R. ROBINSON: They are the main points I wanted to mention this evening, and I support the motion.

Debate adjourned, on motion by The Hon. C. R. Abbey.

House adjourned at 8.17 p.m.

Legislative Assembly

Wednesday, the 14th August, 1963

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

QUESTIONS ON NOTICE

CHAMBERLAIN INDUSTRIES: NEW BASIS

Compensation Claim by Mr. C. George: Tabling of Correspondence

- Mr. HAWKE asked the Premier:
 - Is he in a position to advise why it would be inappropriate to table at this time all correspondence dealing with a claim made by Colin George of Claremont to the Government for financial compensation regarding proposals submitted to the Government by Mr. George for the placing of Chamberlain Industries on a new basis?
 - If not, when approximately is it thought it would be appropriate to table the correspondence?

Mr. NALDER (for Mr. Brand) replied:

- and (2) The Government acknowledges no liability to Mr. George. If he considers he has a claim he can have recourse to legal action. Under the circumstances it is hardly appropriate to table the papers. The previous offer of the Premier and myself for the file to be available for perusal by the Leader of the Opposition still stands.

METROPOLITAN TRANSPORT TRUST

Use of Services of Employers Federation

- Mr. GRAHAM asked the Minister for Transport:
 - Is it a fact that the M.T.T. is using the services of the Employers Federation?
 - If this is so, why is the M.T.T. not using its own industrial officer?
 - What has been the total payment made to the Employers Federation by the M.T.T. since its inception?

Mr. CRAIG replied:

- Yes.

- (2) The M.T.T. Industrial Officer is now used to a certain extent and will be used more extensively as he gains experience.
 (3) £702.

POLICE

Enlargement of Force

3. Mr. TONKIN asked the Treasurer:
 (1) Why was the recent recommendation of the Minister for Police for the appointment of 30 additional police, rejected?

Lack of Police Protection in W.A. Towns

- (2) Did he see in *The West Australian* of the 3rd August, a report that the Boulder Town Council intended to lodge a protest with the Commissioner of Police about the lack of police protection in the town between 3 p.m. and 7 p.m. each day?
 (3) Is he aware that the head of the Kalgoorlie police district was reported to have said that many towns in W.A. were in a similar position to Boulder?
 (4) If Treasury approval for additional police were withheld for reasons of finance, why does the Government involve itself in unnecessary expenditure over contracts by not accepting the lowest tenders for such jobs as dredging Bunbury Harbour, dredging Esperance Harbour, construction of bridges at Fremantle Quay and John Street, North Fremantle?

Mr. NALDER (for Mr. Brand) replied:

- (1) The recent recommendation of the Minister for Police was for the appointment of 20 additional police not 30 as stated in the question. This recommendation was approved and recruitment is proceeding.
 (2) and (3) Yes.
 (4) Answered by No. (1).

4. and 5. *These questions were postponed.*

CANNING HIGHWAY-KWINANA FREEWAY

Road Interchange System

6. Mr. D. G. MAY asked the Minister for Works:

- (1) Will he advise if the preliminary decisions instituted in 1962 regarding the design of the Canning Highway-Kwinana Freeway interchange have now reached the stage where an anticipated date of commencement can be indicated?

- (2) Is it intended for the Freeway to fly-over Canning Highway?
 (3) When will the residents who will be affected by the interchange be advised?

Mr. WILD replied:

- (1) No.
 (2) A firm decision has not been made. It may be preferable to fly Canning Highway over the Freeway. Alternatives are under consideration.
 (3) When decisions have been made in respect of the ultimate design and date of commencement.

SUPERPHOSPHATE: RAIL HAULAGE

Tonnages, and Freight Revenue

7. Mr. D. G. MAY asked the Minister for Railways:

Will he advise the monthly tonnages and applicable freight revenue for—

- (a) bagged superphosphate;
 (b) bulk superphosphate;

transported by rail for the 1962-63 season?

Mr. COURT replied:

Monthly tonnages of bagged and bulk superphosphate transported during the 1962-63 season were:—

	Bagged Tons	Bulk Tons	Total Tons
1962—			
July	2,009	20	2,029
August	849	849
September	932	150	1,082
October	9,089	1,310	10,399
November	5,215	3,880	9,095
December	7,743	6,240	13,983
1963—			
January	32,000	15,279	47,309
February	75,953	15,848	91,601
March	94,844	16,037	110,881
April	95,269	13,487	108,756
May	66,320	5,809	72,129
June	10,383	552	10,935
Totals	400,636	78,412	479,048

Freight revenue for superphosphate is not extracted as a separate item nor is the revenue for bulk and bagged recorded separately. Revenue for all fertilisers transported during the period under review was:—

	1962	£
July	6,116
August	3,477
September	3,765
October	21,355
November	23,223
December	27,230

1963	£
January	95,437
February	200,545
March	244,478
April	247,044
May	179,359
June	28,136
Total	£1,080,165

CROSSWALKS NEAR SCHOOLS

Supervision

8. Mr. D. G. MAY asked the Minister for Police:

- (1) How many special constables have been appointed to supervise crosswalks near schools in the suburban area?
- (2) On what basis are they employed and the amount of remuneration?
- (3) Will this method of supervision continue indefinitely?

Mr. CRAIG replied:

- (1) 21 part-time traffic inspectors.
- (2) For the specific purpose of providing protection to the school children at the crossings at which they are employed at a salary of £5 per week.
- (3) Yes.

RAILWAYS DEPARTMENT: ADMINISTRATION BUILDINGS

Site and Commencement

9. Mr. D. G. MAY asked the Minister for Railways:

- (1) Has a final decision been reached on the site for the proposed administration buildings for the W.A. Government Railways?
- (2) What is the anticipated date the building will commence and the proposed location?

Mr. COURT replied:

- (1) No. The site favoured by the Railways Department is that at present occupied by the Accounts and Audit Branch in Bridge Street, but several factors could influence a final decision.
- (2) Sufficient money has been allowed in the current year's loan programme to carry out boring investigations as a preliminary to design of foundations. It is hoped commencement of construction will be possible in the financial year 1964-65.

METROPOLITAN AND SOUTH-WEST POWER SCHEMES

Rates

10. Mr. WILLIAMS asked the Minister for Electricity:

- (1) Would he supply the information relating to the manner in which metropolitan and south-west power scheme domestic and industrial rates are compiled?
- (2) If consumers supplied by the south-west power scheme and other country undertakings were to be charged the same rates as metropolitan consumers, what would be the decrease or increase per unit for the following establishments:—
 - (a) householders;
 - (b) commercial consumers up to 5,000 units per month;
 - (c) commercial consumers over 5,000 units per month;
 - (d) industrial consumers up to 5,000 units per month;
 - (e) industrial consumers over 5,000 units per month;
 - (f) farmer consumers?

(3) If uniform electricity rates were adopted, what, if any, alterations would be necessary in country or metropolitan consumers' existing wiring installations?

(4) If alterations in either case were necessary, what would be the approximate cost for the categories listed in No. (2)?

(5) Would he advise which of the power stations situated at Bunbury, Collie, and Wellington Dam are included in—

- (a) metropolitan power scheme;
- (b) south-west power scheme?

Electricity Supplied to Metropolitan Scheme

(6) What proportion of electricity supplied to the metropolitan scheme for the year ended the 30th June, 1962, came from—

- (a) stations situated in the south-west and included in south-west power scheme by S.E.C. as per answer to No. (5);
- (b) stations which though situated in the south-west are included by S.E.C. in metropolitan scheme, again as per answer to No. (5)?

Power Produced and Sold

- (7) What was the total power produced for the year ended the 30th June, 1962, by the following stations: South Fremantle, East Perth, Bunbury, Collie, and Wellington Dam?
- (8) What was the total power sold by S.E.C. through the grid, supplied by the stations as in No. (7)?

Mr. NALDER replied:

- (1) Metropolitan domestic consumers have the choice of being assessed on A and C rates or on D rate. Metropolitan commercial and industrial consumers have the choice of being assessed on A and B rates or on E rate.

All consumers outside the metropolitan area are assessed on the south-west power scheme rate.

- (2) (a), (b), (c), (d), (e), (f). This can only be calculated when the relative amounts of light and power used is known.
- (3) In many cases it would be necessary for the country consumer to have all his lighting points separately wired to a main switch and fuses at the meter position.
- (4) This cost could vary from tens of pounds in some small and simple installations to hundreds of pounds in larger and more complicated installations.
- (5) (a) Bunbury power station.
(b) Collie and Wellington Dam power stations.
- (6) (a) Estimated less than 1 per cent.
(b) Estimated at 65 per cent.

- (7) Units generated:

South Fremantle ..	168,334,500
East Perth	78,598,500
Bunbury	572,481,500
Collie	36,161,350
Wellington Dam	10,696,600

- (8) Units sold 706,358,476
- If the honourable member desires any further information I shall be only too pleased to supply it. I have here the schedule of charges made by the State Electricity Commission as from the 1st March, 1961, and I ask leave to have the schedule tabled.

The schedule of charges was tabled.

RAILWAY FLASHING SIGNALS*Installation at East Midland and Middle Swan*

11. Mr. BRADY asked the Minister for Railways:

In view of the great amount of road (vehicular) traffic along Morrison Road, East Midland, and

Great Northern Highway, Middle Swan, will he make early representations to the special committee handling flashing signals on the railways to see both railway crossings over the above roads have flashing signals installed on the standard gauge railway?

Mr. COURT replied:

The proposed location of the standard gauge railway does not cross Great Northern Highway. All crossings which are involved, however, including Morrison Road and Toodyay Road, will be submitted to the Level Crossing Flashlight Committee (which is not a railway committee) in order that appropriate determination may be made as to justification for the provision of flashing light signals and priority of installation.

HOUSE AT EDEN HILL*Reason for Vacancy*

12. Mr. BRADY asked the Minister representing the Minister for Housing:

- (1) Is it a fact that whilst hundreds of people are waiting on homes, a house—No. 27 Watkins Street, Eden Hill—has remained vacant for approximately seven or eight months?
- (2) Is he aware that many people would be glad to get a house?
- (3) What is the reason for keeping same vacant?

Mr. ROSS HUTCHINSON replied:

- (1) Number 27 (Lot 42) is a type 79A house erected in 1955 for a native family. The property has been vacant for some time due to the fact that it was very difficult to re-let. The commission approved of this and another vacant house of the same type at Eden Hill being extensively remodelled to conform with the Building By-Laws.

The contractor commenced on Lot 33, which is the other house referred to, but his standard of workmanship and progress was unsatisfactory. The commission has been obliged to call new tenders for the remodelling of Lot 42. These tenders will close on Monday, the 19th August, 1963.

- (2) and (3) See above.

**LATHLAIN PARK STATE SCHOOL:
PLAYING AREA***Negotiations with Perth City Council*

13. Mr. J. HEGNEY asked the Minister for Education:

- (1) What progress has been made in his negotiations with the Perth

City Council to secure an additional 2½ acres of vacant land, adjacent to the Lathlain Park State School, which land is urgently needed to provide an adequate playing area for the 600 children attending the school?

- (2) Will he press on with the negotiations to reach early finality?

Mr. LEWIS replied:

- (1) The matter is still in the course of negotiation.
(2) Yes.

TRANSISTOR RADIO SETS

Control of Use on Public Transport

14. Mr. J. HEGNEY asked the Minister for Transport:

- (1) Is he aware that passengers using public transport are annoyed and irritated by the excessive use of transistor radio sets?
(2) Will he state whether there is any regulation or law under the Traffic Act or Railway Act to deal with this undoubted nuisance?
(3) If there is no power under the law at present, will he take steps to remedy the deficiency?
(4) If there is power, will he see that instructions are issued to officers in charge of public transport to minimise and control the nuisance?

Mr. CRAIG replied:

- (1) Not generally, as complaints against their use have been very few.
(2) There is no law under the Traffic or Railway Acts which prevents the operation of radios in public transport, but item 46 of the Metropolitan (Perth) Passenger Transport Trust and Regulations 1957-1960 make it an offence to operate a radio in a vehicle owned by the trust. Railway by-laws provide the necessary power to summarily remove any person wilfully interfering with the comfort of any other passenger and whether removed or not, such person shall be liable to a monetary penalty.
(3) Answered by No. (2).
(4) The Metropolitan Transport Trust inspectors do investigate complaints on such matters and usually warn the offenders, but no prosecutions have taken place as yet. Railway inspectors also police railway by-laws.

COMPANIES ACT

Capital Reduction: Filing of Returns by Foreign Companies

15. Mr. EVANS asked the Minister representing the Minister for Justice:

- (1) Does it not seem anomalous that while companies incorporated in this State are required to make a detailed publication of their affairs, the matter of "reduction of capital" is not one as to which a foreign company must file a return?
(2) Is an amendment of the Act in relation therewith proposed?

Mr. COURT replied:

- (1) It is not anomalous because a foreign company is obliged to notify a reduction of capital. [See section 347 (1) (a).] Further, a foreign company's reduction of capital would be notified in its balance sheet under section 348 or in an annual return under section 349.
(2) No.

Amendment of Section 33(1)

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

Has any consideration been given to amendment of section 33 (1) of the Companies Act, 1961-62 in an effort to rationalise those cases where members have been unable to enjoin the company to observe the terms of articles of association, when "individual" rather than "membership rights" were in question?

Mr. COURT replied:

No.

17. *This question was postponed.*

WELSHPOOL MARSHALLING YARDS

Delay in Commencement of Earthworks

18. Mr. JAMIESON asked the Minister for Railways:

What has occasioned the delay in proceeding with the earthworks for the proposed Welshpool marshalling yards?

Mr. COURT replied:

It is not possible to commence earthworks until yard design has been finalised. This is proceeding. A contract for clearing of the site has been let.

SCHOOL BOUNDARY FENCES*Policy of Education Department*

19. Mr. NORTON asked the Minister for Education:

What is the policy of his department regarding the erection of boundary fences around—

- (a) primary schools;
- (b) junior high schools;
- (c) high schools?

Mr. LEWIS replied:

The policy of the department irrespective of the class of school is not to erect fences unless it is considered that there is urgent reason for so doing, such as a busy thoroughfare passing the school, straying stock, etc.

TUNA IN SOUTH AUSTRALIA*Minister's Impression*

20. Mr. NORTON asked the Minister for Fisheries:

- (1) Did he make an examination of tuna fishing in South Australia in March this year; and if so, what were his impressions?

Processing

- (2) Is all tuna caught in South Australian waters processed in that State? If not, where is it processed?

Mr. ROSS HUTCHINSON replied:

- (1) I visited Port Lincoln in March of this year and inspected the local fish cannery, where quantities of tuna were being held in cold storage. I also discussed tuna fishing with the responsible Minister in South Australia, departmental officers, and cannery executives. I was impressed with the progress which had been made.
- (2) No. A large proportion is frozen and exported in the round to U.S.A.

TONNAGE FEES*Payment by Carriers in Area North of Minilya River*

21. Mr. NORTON asked the Minister for Transport:

- (1) In answer to question No. 31 on the 8th August, he stated: "No fees are payable on mileage north of the 26th parallel of south latitude." Does this mean that fees are payable on all goods which are carried north from Geraldton to Shark Bay and Carnarvon? If not, will he give the House a full explanation of his statement?
- (2) Does the answer to part (2) of the same question mean that those people living north of the

Minilya River have to pay mileage fees from Geraldton to the 26th parallel—a distance of about 200 miles?

Mr. CRAIG replied:

- (1) Fees are payable only in respect of that part of a journey lying south of the 26th parallel. Fees on loading from Geraldton to both Shark Bay and Carnarvon are calculated on a distance of 200 miles.
- (2) Yes.

SUBMARINE AND NAVAL BASE*Establishment at Albany*

22. Mr. HALL asked the Premier:

- (1) Has the W.A. Government been approached with reference to Albany being used as a submarine and naval base?
- (2) If so, can he advise the House when such approaches were made, and by whom?

Mr. NALDER (for Mr. Brand) replied:

- (1) and (2) Although this matter has been the subject of some general comment, no direct approach has been made.

HOUSING IN AUSTRALIA*Availability of American Money*

23. Mr. HALL asked the Minister representing the Minister for Housing:

- (1) Is he aware of the statement made by Mr. Graham, Assistant-Secretary, Council of Co-operative Building Societies, that there was a large pool of money available in America on long term, and cheap interest rates, for housing in Australia?
- (2) If so, has his department investigated the availability of such money?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) Members of the building society movement in this State have been made aware that favourable consideration will be given to the issue of Government guarantees under the Housing Loan Guarantee Act.

INDUSTRY IN WESTERN AUSTRALIA*Effect of Automation on Wage Earners*

24. Mr. HALL asked the Minister for Labour:

- (1) Is there a continuing rapid development of mechanisation, electronic devices, and automation in all types of industry in this State?

- (2) Is it true that wage earners in considerable numbers have been deprived of their normal employment as a result of the change to automation in this State?

Mr. WILD replied:

- (1) Yes; there is a natural change to more modern equipment in industry in Western Australia in keeping with other parts of the world.
- (2) I have no knowledge of there being considerable numbers deprived of their normal employment as a result of the change.

BUILDING PERMITS

Requirements of Legislation

25. Mr. GRAYDEN asked the Minister representing the Minister for Local Government:

- (1) Is there any provision in the Local Government Act or in any other Act or in the Uniform General Building By-laws which requires a local authority to consider an application for a permit to build within a specified time?
- (2) After the introduction by a local authority of a by-law relating to building, has such an authority power to approve applications for permits to build lodged prior to the introduction of the by-law without requiring such application to conform to the new by-law?
- (3) Do the Uniform Building By-laws empower a local authority to require proposed buildings to be aesthetically pleasing?

Mr. NALDER replied:

- (1) No; but it is expected that local authorities should deal with applications as expeditiously as possible.
- (2) After the decision of a council to introduce a by-law, but prior to actual gazettal, the council is empowered to approve of permits on the existing law. Once the by-law has been published in the *Government Gazette*, however, the council has no legal power to grant permits on the old conditions.
- (3) No.

COMMONWEALTH-STATE HOUSING

Capital Expenditure under 1945 Agreement

26. Mr. D. G. MAY asked the Minister representing the Minister for Housing:

- (1) What was the total amount of capital expenditure involved on the 1945 Commonwealth-State Housing Agreement houses for the past five years?

Manning-South Como Allocation

- (2) Of this amount, what proportion can be associated with houses in the Manning-South Como area?

Mr. ROSS HUTCHINSON replied:

- (1) £295,100.
- (2) £14,657 made up of—Manning, £5,976. South Perth (incl. South Como), £8,681.

POLICE PROTECTION FOR GOSNELLS

Action for Increase

27. Mr. D. G. MAY asked the Minister for Police:

- (1) What action has been taken to provide increased police protection in the Gosnells area?

Establishment of Station

- (2) Will he indicate what priority has been accorded the Gosnells district relative to the establishment of a police station on the land already acquired by the department?
- (3) What is the anticipated date of construction?

Mr. CRAIG replied:

- (1) A police station was opened at Cannington on the 8th December, 1961, with a sergeant and two constables. The strength was increased by an additional constable on the 14th July, 1963. This is in addition to the constable at Kelmscott, which station has remained open.
- (2) The erection of a police station at Gosnells is not considered warranted at present, having regard to the many more urgent requirements.
- (3) Answered by No. (2).

CROWN LAND

Release South of Ghooli and Yellowdine

28. Mr. KELLY asked the Minister for Lands:

In view of his reply to my questions on land selection in South Yilgarn of the 7th August which was "Examination is in progress but not yet completed," will he now indicate—

- (1) is the examination being conducted in the area indicated, or is the examination one of the study of plans only;
- (2) what officers are engaged in assessing likely areas for release;
- (3) What stage has the examination reached, and when is the area likely to be thrown open for selection?

Mr. BOVELL replied:

- (1) Following a reconnaissance of the area by the Divisional Land Superintendent early this year, a discussion was held with several senior officers of the Agricultural Department regarding the potential of the area.

It was considered advisable that a further field inspection would be desirable, but before this could be effected the continued heavy rains in the area precluded any possibility of movement on bush tracks, and the matter has unfortunately had to be postponed until drier weather permits movement of vehicles.

- (2) The Divisional Land Superintendent and Senior Surveyor Bray in association with Messrs. Wild and Burvill of the Agricultural Department.

- (3) Answered by No. (1) above. Any areas considered suitable will be released as soon as possible. However, it is anticipated that this will not be before next year at the earliest.

ELECTRICITY SUPPLIES

Darkan Townsite

29. Mr. H. MAY asked the Minister for Electricity:

Will he indicate when it will be possible to supply electric power to the Darkan townsite?

Mr. NALDER replied:

A date cannot be given until work on present commitments is more advanced. Possibility of extending to Darkan can be considered at the end of 1964.

PASTORAL LEASES

Residential Conditions

30. Mr. CORNELL asked the Minister for Lands:

What residential conditions (if any) are imposed on the holder of a pastoral lease?

Mr. BOVELL replied:

There are no residential conditions imposed on the holder of a pastoral lease.

RAILWAY ROAD SERVICE: MERREDIN-PERTH

Time Saving and Availability of Timetable

31. Mr. CORNELL asked the Minister for Railways:

- (1) As compared with the diesel-electric rail service, what time is expected to be saved on the Mer-

redin-Perth journey when the forthcoming road service is introduced?

- (2) When will a detailed timetable for this road service be available?

Mr. COURT replied:

- (1) The new road bus service will reduce the time taken to travel between Perth and Merredin by one hour 57 minutes.

- (2) It is anticipated that the detailed timetable will be available for publication in approximately one week's time.

SEWERAGE

Scheme for Wyalkatchem

32. Mr. CORNELL asked the Minister for Works:

Is it proposed to proceed with a sillage disposal or deep sewerage scheme for the Wyalkatchem townsite this financial year?

Mr. WILD replied:

Yes.

WORKERS' COMPENSATION

Stamp Duty on Renewal Policies

33. Mr. DAVIES asked the Treasurer: What amount of money has been received from stamp duty imposed on renewals of workers' compensation policies since the tax was imposed on the 1st January, 1963, up to the 30th June, 1963?

Mr. NALDER (for Mr. Brand) replied:

Duty payable on renewals is not available as records are not maintained to separate renewals from new policies. The stamp duty collected between the 1st January, 1963 and the 30th June, 1963, on all workers' compensation premiums was £15,244 3s. 6d.

34. *This question was postponed.*

BOTTLES: DISPOSAL AFTER USE

Amending Legislation

35. Mr. FLETCHER asked the Minister for Police:

- (1) Will he see that in any pending legislation to amend the Marine Stores Act, the cost price of a new bottle is not charged to a customer on each and every occasion that same bottle is sold after refill?

- (2) Will he also ensure that all bottle-yards enjoy the same right to sell for equal return price, wine, spirit and other bottles direct to merchants or firms whose bottles or containers they hold?

- (3) Will he also ensure that marine dealers can deliver bottles direct to factories and receive a minimum of 1s. 3d. per dozen, over the deposit standing on the bottles, so that firms having bottle washing machines do not have to pay for this service, available from bottleyards, thus reducing the cost and possibly retail price?

Mr. CRAIG replied:

It is only intended in the first instance to amend section 2 of the Marine Stores Act, notice of intention of which has already been given, but consideration will be given at a later date to further amendment of this Act.

HOSPITAL AT MIDDLE SWAN

Capacity for Maternity and General Cases

36. Mr. BRADY asked the Minister for Health:

- (1) When is it expected that the Middle Swan Hospital will take in general cases?
- (2) What will be the capacity of the hospital for—
 - (a) maternity cases;
 - (b) general cases?

Mr. ROSS HUTCHINSON replied:

- (1) October, 1963.
- (2) (a) 25 beds.
- (b) 46 beds.

PUBLIC HOLIDAYS

Reduction for Wage Earners and Salaried Staff

37. Mr. D. G. MAY asked the Minister for Labour:

- (1) Has he instructed the Department of Labour to seek a reduction in the public holidays in so far as wage earners in the Government departments are concerned?
- (2) If so, is it the intention of the Government to reduce the number of public holidays of all salaried staff to 10, the same as workers employed on wages?

Mr. WILD replied:

- (1) In its judgment on the annual leave general inquiry the court indicated that Government awards prescribing more than 10 holidays should not be amended to provide for additional annual leave until the unions consented to a reduction or established that a greater number of public holidays was justified, and suggested that notice to that effect be served on each union concerned.

I have instructed that the court's suggestion be complied with.

- (2) No Government decision has yet been made.

This matter has been the subject of recent discussions between the Public Service Commissioner and the Civil Service Association.

POLICE PROTECTION IN SWAN ELECTORATE

System Operating

38. Mr. BRADY asked the Minister for Police:

- (1) What system of public protection is operating in the Swan electorate in the early hours of the morning?
- (2) Are car patrols operating in the area?

Increase in Police Strength

- (3) Has there been any increase in police strength in the last twelve months?

Mr. CRAIG replied:

- (1) Midland police station is manned continuously from 8 a.m. to 4 a.m. In the intervening hours it is patrolled by the eastern districts wireless patrol car staffed by a driver and two detectives.
- (2) Yes.
- (3) No.

39. and 40. *These questions were postponed.*

QUESTIONS WITHOUT NOTICE

SCHOOL BOUNDARY FENCES

Erection at Carnarvon

1. Mr. NORTON asked the Minister for Education:

Further to his reply to question No. 19 on today's notice paper, I now refer him to a letter, dated the 21st March, from the parents and citizens' association at Carnarvon, and I ask him if he will give further consideration to the fencing of the Carnarvon School?

Mr. LEWIS replied:

I am prepared to have another look at the question of fencing the Carnarvon School; but the policy regarding fences around schools is governed by the degree of hazard to the children. While a large animal might be seen to go down a street, that alone would not be considered a sufficient hazard to warrant fencing a school; but if there were a number around and they were prevalent, it could be another matter. I will have another look at the position of the Carnarvon School.

PARKING METERS*Installation North of the City*

2. Mr. GRAHAM asked the Minister for Transport:

As a preface to my question, I was communicated with today by a number of businessmen north of the city who are perturbed at a report appearing in the Press, accompanied by a plan, several days ago indicating that parking meters are to be installed in the area north of the railway line in the city—as far north as New-castle Street and as far west as Charles Street.

I am certain the information is not correct. Therefore I ask the Minister, if he is not in possession of the full facts at the moment, will he make inquiries at his office for the purpose of clarifying this matter; as, although this area is to be handed to the city council for the control of parking, I am sure that meters will be installed in only a very small portion of that very large area?

Mr. CRAIG replied:

I have not seen the report referred to, but I have heard of it. I will undertake to have instituted the inquiries that the honourable member suggests.

Mr. Graham: And publicity given thereto?

Mr. CRAIG: Yes.

FLOOD DAMAGE*Approach to Commonwealth Government for Grant*

3. Mr. CORNELL asked the Deputy Premier:

I refer to the recent widespread flood damage that the State has experienced. In view of the tremendous cost of restoring this flood damage, does he consider it appropriate to make an approach to the Commonwealth Government for a grant?

Mr. NALDER replied:

This matter has been considered by Cabinet, and an investigation is being carried out and a report is to be made to Cabinet as soon as an assessment of the whole of the damage can be arrived at from the investigation.

It is the intention of the Government to make an approach to the Commonwealth when the report has been received.

ELECTORAL ADVERTISEMENT*Reference to Crown Law Department*

4. Mr. NALDER: If I might crave your indulgence, Sir, I would like to answer a question asked by the Leader of the Opposition yesterday—and a similar question was addressed by the member for Mt. Marshall to the Minister representing the Minister for Justice—with reference to an advertisement that appeared in the country edition of a week-end newspaper. I have to advise that this matter has been referred to the Crown Law Department.

ADDRESS-IN-REPLY: FOURTH DAY*Motion*

Debate resumed, from the 13th August, on the following motion by Mr. Mitchell:—

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

May it please your Excellency:

We, the members of the Legislative Assembly 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. TONKIN (Melville—Deputy Leader of the Opposition) [4.57 p.m.]: I support the motion before the Chair indicating our loyalty to the Sovereign and our thanks to the Lieutenant-Governor for the Speech he was pleased to deliver. It is obvious from the attitude of His Excellency that he was carrying out the task because of his great devotion to duty, and I could not help but feel the greatest admiration for him in the circumstances. I further sincerely regret that his health is not as good as it was some little time ago.

However, I have not much admiration for the Speech he delivered; I do not think there was very much that was inspiring in it. I did note a statement that the Premier had done a great job abroad; but there was no evidence to support it—it was simply a statement of opinion—and it remains to be seen whether there was any real basis for it.

This afternoon the Acting Premier answered a question for me with regard to some recommended additions to the Police Force. My question was based upon a report that I read in the *Police News* of July, 1963. Under the heading, "Council

Activities. Extracts of Minutes of the Executive Council of the Police Union", I read this—

Extra Police: That we request Executive Council to express to the Minister for Police, keen disappointment in the recent rejection by the Treasury Department of his recommendation for thirty extra police. If necessary give the matter Press publicity.

I thought I would help the union's publicity along a little by asking a question in Parliament to find out the reason. The Acting Premier has told me there was no recommendation for 30 police; it was a recommendation for 20. I accept that. But apparently somebody has gone off the rails somewhere, and the information conveyed in some way to the Police Union apparently was not correct.

Mr. Craig: It was not informed at all.

Mr. TONKIN: On Tuesday last I asked some questions of the Minister for Police in regard to the Police Force because I am greatly concerned about certain happenings in the community at present—

Mr. Craig: Aren't we all!

Mr. TONKIN: —and I am very disturbed about some aspects with which I will deal later. Rightly or wrongly, I had the idea that the force is not adequately staffed. From time to time I have read articles in the Press of men having to work round the clock and of members of the C.I.B. working around the clock, around the clock, and around the clock.

I do not believe that any man can give of his best if he has to work around the clock. He may be all right for a day or two, but if he has to keep that up for any lengthy period the contribution he can make to his work is much below normal. Detectives, particularly, need to be in a condition where they are as alert as it is possible to be so that they can grasp a clue quickly. Sometimes a clue is slight indeed; and if we have to depend on men who are working 24 hours at a stretch with very little sleep, I would say without any hesitation that they cannot do the job properly.

In order to find out whether the force was adequately staffed, I asked a series of questions in this House. My first question was—

Has the Commissioner of Police within the last 12 months made any request to him to enlarge the force under his command?

The Minister replied, "Yes." My next question was—

If so, in which branches of the service were increases in the number of personnel recommended?

For some reason best known to himself, the Minister ran away from that question. It was straightforward, simply worded, and would not require a great deal of research. I will repeat the question—

If so, in which branches of the service were increases in the number of personnel recommended?

The Minister made no attempt to answer that question but, instead, gave me this answer—

Of the 25 appointed on the 2nd July, 1962,—

That is not within the last 12 months. It is completely irrelevant to the question I asked.

Mr. Craig: I was only trying to help.

Mr. TONKIN: It is a new experience for me when the Minister for Police is trying to be helpful.

Mr. Craig: You have had that experience since I have been Minister.

Mr. TONKIN: All I have had to date is obstruction from him; but if this is the beginning of a new era, I welcome it.

Mr. Craig: I hope you enjoy it.

Mr. TONKIN: The Minister's reply was—

Of the 25 appointed on the 2nd July, 1962, 15 were allocated to the Traffic Branch, three to the C.I.B., and seven to general uniform duties.

Interesting as that information is, it was of no use to me. The Minister's reply ran on—

A further 20 have been approved for engagement this financial year and are now being recruited. Of these ten will go to the Traffic Branch (six road patrol, two examiners and two on general traffic work); two to the C.I.B. for the eastern patrol, and eight to general uniform duties.

I ask the Minister: Why could he not accept the recommendations of the commissioner on each branch of the service? I want to know if the commissioner got all the men he asked for the C.I.B., whether he did not ask for any,—

Mr. Craig: Either you are unintelligent, or I am.

Mr. TONKIN: —or whether the commissioner did not ask for any in the last 12 months.

Mr. Craig: It says so in the answer. I was trying to give you the number as appointed on the 2nd July, 1962.

Mr. TONKIN: That is not what I wanted to know. If the Minister told me what I wanted to know, instead of telling me what I did not want to know, I would be happier.

Mr. Graham: Why don't you make us happy?

Mr. TONKIN: Then I asked the Minister—

Have the requests which have been made been fully met by the Government?

And his answer was, "Yes." I have to assume from that that all the commissioner requested in the last 12 months was 20 policemen and of that number he requested ten to go to the Traffic Branch, two to the C.I.B. for eastern patrol, and eight for general uniform duties. Is that the position?

Mr. Craig: That is so.

Mr. TONKIN: Let us take a look at the existing situation. It cannot be gainsaid that there is general anxiety in the community as a result of this most recent murder, adding to the number of unsolved murders in Western Australia in recent times. Either the perpetrators of these deeds are diabolically clever; or else the men trying to catch them are not so bright or they are overworked. Or it may be a combination of both. Possibly, these perpetrators are diabolically clever, because to date they have proved too clever for our Police Force. In those circumstances, we owe it to the people to take some extraordinary steps. This is a matter so serious that ordinary routine is not sufficient.

Some months ago when the first crop of murders occurred, I suggested publicly that our Police Force needed some help. I still think so. It is not the first time the Police Force in one place has sought expert opinion from police in another to get a new approach or a new idea. Even from an inferior such a new approach or new idea is extremely helpful on occasions. I have read where, in the Eastern States, the police have not been too proud to seek the assistance of Scotland Yard on the problems confronting them. Why cannot we do something similar? Why cannot we try it out, even if it does not result in the apprehension of the murderer? At least we can say we tried something new and something different in an attempt to find him.

We might have very good men here who are overworked, and they might need more men to help them, and if they do they should have those extra men. The assistance from someone outside with a different approach might enable our men to work more efficiently. I cannot be completely off the beam in this.

Mr. Craig: You are!

Mr. TONKIN: That is what the Minister says, but I would like some evidence to prove it. Mere assertions do not get us very far unless backed by some evidence. But surely no one can be satisfied with the record up to date! If they are, they are easily satisfied and apparently the Minister is because he does not want to do anything more. I am not

satisfied. I think the position ought to be thoroughly considered by the Government even if it is only in the interests of public confidence to be able to announce that everything possible is being done to bring the culprit to justice.

Mr. Craig: You are doing a lot to instill confidence in the public, aren't you?

Mr. TONKIN: I am doing my best to get the Minister to do something that will.

Mr. Craig: Will I put a cap on and go around and have a look?

Mr. TONKIN: If the Minister wants to be childish, all right.

Mr. Craig: It is you that is being childish.

The SPEAKER (Mr. Hearman): Order!

Mr. TONKIN: Complacency is the worst form of administration. To be satisfied that one is doing everything that is possible! The people generally are not satisfied and I have yet to meet anybody who is, other than the Minister. I am suggesting that the Government ought to bestir itself to see what extra can be done. Yesterday it was suggested that a reward should be offered. What was the Minister's reply? He said: It is too soon to think about it. That was his reply to that suggestion. Not that there is no merit in the proposal and it will not do any good. Instead, he says it is too soon to think about it. I would like to know how long we have to wait before measures are taken to do something about it.

Mr. Oldfield: Ten more murders.

Mr. TONKIN: Every possible aid should be given to the police to assist them to solve these problems, because it is perfectly obvious that unless the perpetrators or perpetrator—whether it be plural or singular—are brought to justice we will have further murders. I would emphasise to the Minister that he has to bestir himself in this matter to see if there is anything else that can be done to aid the police. When I read in the Press that policemen have to work around the clock, it makes me sick. Efficiency cannot be obtained that way.

Mr. Bovell: We worked around the clock last night.

Mr. TONKIN: And how does the Minister feel today?

Mr. Bovell: One hundred per cent.

Mr. TONKIN: The Minister may feel all right, but I do not.

Mr. Hawke: How lucky is the Government today!

Mr. Court: That will go down as a masterpiece of understatement.

Mr. TONKIN: It has been said to me for a long time that the methods of promotion in the C.I.B. militate against its efficiency;

that the top men, in order to get advancement, have to go to another branch of the service. I do not know whether that is true, but that is what I have been told: that they cannot get adequate reward within one branch of the service, so when they reach a certain distance they have to leave that branch and transfer to another one.

If that is so something ought to be done about it; because if we are going to train these men when they enter that branch of the service, we should have a system which will enable them to get adequate reward by remaining in that branch of the service. That is another aspect that requires to be looked into.

I am trying to find out what is going on with regard to the letting of contracts. As Minister I had a lot of experience of this, and my experience has invariably been that when tenders are called, provided the lowest tenderer is capable of doing the job, and has got the necessary finance to enable him to do it, he gets the contract. That is the very fundamental basis of tendering. The only reason we put in the advertisement that the lowest tender or any tender need not necessarily be accepted is to cover a situation where it might be decided that the contract will not be proceeded with; or where the lowest tenderer is obviously so low in his tender that he will be in financial difficulty if he does the job.

But apart from that the proper plan is always that the man who tenders correctly, and is the lowest tenderer, should be entitled to priority in selection. To take any higher tender is to throw away money. But what do we find? I am told that there was a tender for dredging the Bunbury Harbour, and that the lowest tenderer did not get the job. I am told that his tender was £20,000 lower than that of the tenderer who got the contract and that his tender was £50,000. If these figures are correct—at the moment I am not in a position to say definitely that they are, but I will be before very long—they need a lot of explanation. We have a difference of £20,000 on a £50,000 tender.

Tenders were also called for two bridges at North Fremantle—one down at Victoria Quay and one in John Street. In neither case did the lowest tenderer get the job. As the lowest tenderer happens to be a firm which has secured a contract for a North West Cape job we cannot say much against its ability to carry it out.

Mr. Court: Did you accept tenders against the advice of your officers?

Mr. TONKIN: Sometimes, yes.

Mr. Court: Even where they gave you good reason that you should not accept the lowest tender?

Mr. TONKIN: If my reason for doing so was a good one, yes; because to start with I always lean to the lowest tenderer. He is entitled to the first consideration.

Mr. Court: I think we all do.

Mr. TONKIN: Oh no you do not!

Mr. Court: That is where we start.

Mr. TONKIN: That is my complaint; you do not.

Mr. Court: There are always technical reasons for not doing so.

Mr. TONKIN: The Minister can easily find an excuse. Here we have some more of the Minister's sophism.

Mr. Court: It is a statement of fact.

Mr. TONKIN: It is not. Will the Minister say that the lowest tenderer for the John Street bridge, firstly, was not capable of doing the job; and, secondly, did not have the financial backing to do it?

Mr. Court: I will say definitely that the officers of the department advised against accepting the lowest tender for technical reasons.

Mr. TONKIN: If the lowest tenderer is capable of doing the job and has the financial backing to do it he is entitled to be given the opportunity to carry it out.

Mr. Court: Say the executive officers indicate that he is not?

Mr. TONKIN: Do not tell me he is not entitled to the job, because some technical officer has not recommended him!

Mr. Court: If he says he is not capable of doing the job.

Mr. TONKIN: He might as well find out before he tenders whether he is *persona grata* with the engineer who is to recommend him; otherwise he is wasting his money tendering.

Mr. Court: He could ascertain whether he is technically qualified.

The SPEAKER (Mr. Hearman): Order!

Mr. Wild: Do you think—

The SPEAKER (Mr. Hearman): Order!

Mr. TONKIN: If I were the Minister for Works I would not buy into this one; because he will have enough on his plate with Esperance.

Mr. Court: We will welcome that one.

The SPEAKER (Mr. Hearman): Order! Will the honourable member kindly address his remarks to the Chair?

Mr. TONKIN: All my remarks are being directed to you, Sir.

The SPEAKER (Mr. Hearman): I am not going to have any trouble about Esperance, am I?

Mr. TONKIN: You will not have any trouble, Sir. You will appreciate, Mr. Speaker, that you cannot be held responsible for all the speeches made in this House, although they are all said through you.

The SPEAKER (Mr. Hearman): I was hoping so.

Mr. TONKIN: But I am sure, Mr. Speaker, you would like to hear a little more about these tenders. I am informed that the firm which got the job for the two bridges at North Fremantle was not even the second lowest tenderer.

Mr. Court: That is correct.

Mr. TONKIN: So it was necessary to jump over at least two, in order to give the tender to the favoured person of the Government. If I were to carry out a quiz competition I could get the answer from half the members as to whom it would be. It is common talk around North Fremantle. The question asked is: "What can one expect; who else did you think would get the job?" That is a nice sort of thing to be bandied about the country when tenders are being called!

It is a remarkable thing that, with regard to a recent contract, a big mouthful was made by somebody in announcing that this contract of almost £500,000 went to a Western Australian firm. It sounds good, and reads well. But let us see how much Western Australian it was. The firm has been registered here for about four or five months—as a firm only. It has five directors, one of whom lives in Honolulu, two live in Victoria, and two in New South Wales. What a wonderful Western Australian firm that is!

Mr. Hawke: A real sandgroper show.

Mr. Oldfield: It throws into the Liberal Party election fund.

Mr. TONKIN: One wonders why there is this attempt to create a situation which is entirely wrong. As a matter of fact, the particular tender about which I am speaking is one where a Western Australian firm was passed over. But more about that anon. This is not the first time this sort of thing has cropped up—giving tenders to other than the lowest tenderer. It looks as if the Government has money to waste.

What on earth is wrong with the firm of Concrete Constructions? That is what I would like to know. Is there anybody in this Assembly who is prepared to say that that firm is not capable of building a bridge; or that it has not the financial backing to see the project through? But it was the lowest tenderer in at least one of these cases, and probably two.

Mr. Hawke: Even the Minister for Industrial Development is silent.

Mr. Court: If you could make an arrangement with the Speaker I would have something to say.

Mr. TONKIN: But the firm was passed over, apparently because it did not find favour with some engineer for technical reasons. It is a strange thing that the same opposition was not presented when this firm tendered for work at North West Cape. The Government's excuse does not hold water.

Of course, if one asks for the papers for tenders for the Railways Department, one is immediately met with stiff opposition from the Minister for Railways, who says that it is not the practice of the Railways Department to make the information available. But the Public Works Department makes it available.

Mr. Court: These papers have been offered to the member concerned who was interested in the matter. He could have had a look at them with his constituent.

Mr. TONKIN: On the same basis that the Minister offered to let me see papers a session or two ago—that I could have a look at them, but say nothing about them.

Mr. Court: In the interests of his constituent I did not think it desirable to table the papers.

Mr. TONKIN: But his constituent was not the lowest tenderer. What has that to do with the situation? I am dealing with the general principle of calling tenders for public jobs, and passing over the lowest tenderer in order that some favoured person can get the job. That is the situation in Western Australia today, with tenders involving thousands upon thousands of pounds.

How the members of the Government can stand for it I do not know. Surely it is basic to the tendering system that if the lowest tenderer is capable of doing the job, and has the financial backing to see it through, he is entitled to the benefit which his lowest tender has given him!

Mr. Rowberry: That is the basis of tendering.

Mr. TONKIN: Of course it is! But it means nothing to this Government. It does not matter where one is on the tender list. If the Government makes up its mind that a certain gentleman, or firm, is going to get the job that person or that firm gets it.

Mr. Jamieson: The Government has a tender spot for him.

Mr. TONKIN: I take this opportunity to utter my strong protest against this procedure. I had occasion once before this session to prove where the Minister for Industrial Development had given an assurance in this House which was contrary to fact. I refer to the matter of the Tallering Peak iron ore. The Minister

gave an assurance to me in this Chamber that the negotiations on the contract did not break down because of the quality of the ore. He said it was entirely due—those were his words, “entirely due”—to the economic recession in Japan. I subsequently showed where a spokesman for the Japanese publicly stated that the negotiations had broken down over the quality of the ore. I want to deal with another example of the same kind.

On the 16th August, 1962, I asked the Premier the following question without notice:—

- (1) Was a firm proposal in writing submitted to the Government last year by Mr. Duncan, world chief of Rio Tinto, under which he offered to proceed immediately to invest many millions in iron ore development in the vicinity of Duck Creek near the Hamersley Range?
- (2) Did the proposal involve the company in providing all the money necessary fully to carry out its undertaking to build a port to take vessels up to 40,000 tons, provide requisite housing and provide a railway, all without cost to the Government?
- (3) Did Mr. Duncan further undertake to make a much larger investment to establish an integrated iron and steel industry in the north?
- (4) Will he lay upon the Table of the House Mr. Duncan's letter containing the proposals?

This is the reply that I received—

If the Deputy Leader of the Opposition had given me some time, I might have been able to give the information. But this I want to say to the House: Mr. Duncan, as world chief of Rio Tinto, had discussions of a confidential nature with the Government, and as far as I am aware the letters which followed were of a semi-confidential nature. Certainly Rio Tinto did not put up to the Government any firm proposals involving all these items the Deputy Leader of the Opposition has referred to.

That was that. After I received that answer I conferred again with the gentleman who told me all about it in the first place and said, “This is somewhat mystifying.” I was assured there was no doubt whatever that Duncan had given to the Premier a letter in which the proposals were contained.

So, having that information, I raised the matter again and was able to get the Premier to give the show away. I had this to say on page 1905 of *Hansard* 1962—

The proposal which the company put to the Government was that it would, out of its own funds, and without asking the Government for a single

penny, expend £25,000,000. It would build its own port facilities; it would, without asking the Government for a penny, build its own railway; and it would provide its own housing and hospitalisation.

The Premier said, “In return for what?” Would not that be a somewhat foolish question if there were no proposal? It would be meaningless. I replied, “In return for a lease of iron ore deposits at Duck Creek.” The Premier did not say there was any such proposal. His next question was, “How big?” To which I replied, “I do not know.” The Premier then said, “No.” I said, “But the Premier said there was no proposal,” to which the Premier answered, “I am just asking you how big.” A very intelligent reply to a suggestion about a proposal. That was an indication to me that there was a proposal.

I now quote from page 1918 of *Hansard* 1962, the Premier speaking—

The company, Rio Tinto, discussed with us in the first place proposals—

After saying there was no proposal, he made that statement to the House. Continuing—

—which were such that the Government could not accept them.

Mr. Speaker, can you add that up? I am afraid you cannot, Sir. Neither can anybody else. We are told in the first instance there is no proposal, and then the Premier says “the proposals were such that we could not accept them.” Does that square up with the statement that there were no proposals?

What does the Minister for Industrial Development say at this stage? We will see. He does not admit there are any proposals—he calls them tentative suggestions. I must have been clairvoyant if 12 months ago I could detail all the things that are in the agreement which the Government has announced with regard to the agreement it signed. If I knew the major things 12 months ago, and there was no such proposal, the only possible explanation is that I am clairvoyant. Of course, I make no such claim. I assert now, as I did then, that there was a proposal.

We will follow the story a little further. I quote from page 1924 of *Hansard*, 1962. The Minister for Industrial Development said this—

When, earlier in the session, the Premier answered the questions of the honourable member, he answered them very truthfully . . .

That was when the Premier told me there was no proposal. He answered very truthfully, despite the fact that subsequently he said, “proposals which were such that the Government could not accept them.”

I now quote from page 1925, *Hansard* 1962, where the Minister for Industrial Development was referring to a Mr. Price. He said—

He came here in connection with the Rio Tinto negotiations over these mining reserves. He inspected the areas and discussed the position of Rio Tinto at great length with the Government. When asked the question: Is there a prospect of a second steel industry in Australia in the foreseeable future? he said emphatically, "No";—

Yet we are told an agreement has been signed to provide such an industry in the foreseeable future. The Minister went on—

—but the processing of iron ore into billets, or sponge iron, or some other form of partly processed material, "Yes, maybe in 10 or 15 years; but steel, No."

Mr. Court: Were they Tom Price's observations?

Mr. TONKIN: On page 1926, I had this to say—

I assert quite definitely—and I challenge the Premier or the Minister to deny it—that Rio Tinto did propose the establishment of a fully integrated steel works subsequent to its being granted an opportunity to export iron ore if it were given a security of lease at Duck Creek.

The Minister for Industrial Development said—

I think you are dreaming it up!

On page 1927 I said—

What I seek to establish so that there can be no argument about it is that I am asserting most definitely that a proposal in writing was delivered to the Government at a meeting properly arranged when those present should have been able to remember what took place, and that this proposal was submitted by Mr. Duncan, the world chief of Rio Tinto; the proposal being that if the company were granted a permit to export iron ore and given security of tenure of an area at Duck Creek in the Hamersley Ranges it would immediately—that is, 12 months ago—proceed to spend £25,000,000 in the north of Western Australia.

The Minister for Industrial Development interjected and said—

You are dreaming!

What a dreamer! Because I have this Press article which is headed, "W.A. Gets New £78m. Iron-Steel Prospect". It goes on—

W.A. made its biggest iron ore deal yesterday when the State Government entered a £78,000,000 agreement designed to create a big export

industry by the end of 1967 and a new integrated iron and steel industry by the end of 1992.

The agreement is with Hamersley Iron Pty. Ltd.—60 per cent. of which is owned by Conzinc Riotinto of Australia Ltd. and 40 per cent. by the Kaiser Steel Corporation of California.

What is in the proposal? To spend £800,000 by the end of the year on investigations and prove markets and produce plans for the export of iron ore at the rate of at least 1,000,000 tons a year; to spend £8,000,000 on a secondary processing plant with a capacity to treat 2,000,000 tons of ore a year before export; and £40,000,000 on an integrated iron and steel industry with a production capacity of at least 1,000,000 tons of steel a year.

I again say that these proposals were contained in the letter which Mr. Duncan placed before the Premier at the time I said so, and which the Premier, backed up by his Minister, denied had been placed before the Government. In order to make sure of just what the situation was, I decided to write to Mr. Blake Pelly, because I had read in the *Stock Exchange* a report of the annual meeting of the company, and it had this to say on page 26 of the April-May issue, 1962—

In Western Australia in the Pilbara area some very interesting iron ore deposits have been discovered in conjunction with Messrs. Hancock and Wright. Drilling has been commenced, and a proposal for the development of the area has been submitted to the Western Australian Government.

In view of that, I wrote this letter to Mr. Blake Pelly, who was then Chairman of Rio Tinto—

In a copy of the April issue of the *Stock Exchange* I read a full report of your address to shareholders at the Third Annual General Meeting held on Thursday, March 29th, 1962, and I noted, with considerable interest, the following:—

In Western Australia in the Pilbara area some very interesting iron ore deposits have been discovered in conjunction with Messrs. Hancock and Wright.

Drilling has been commenced, and a proposal for the development of the area has been submitted to the Western Australian Government.

The Premier of this State has denied in Parliament that your Company has made any firm offer to his Government and as this is in direct contradiction to what you were reported to have told your shareholders, the matter is much too serious to be allowed to rest there and the truth must be ascertained.

I asked the Premier if he would table in Parliament your Company's letter but he declined to do so on the grounds that it would not be proper to disclose the Company's business.

This was a convenient way of dodging the issue and making it difficult for anyone to establish the truth.

In the circumstances, I desire to know whether your shareholders were correctly informed inasmuch as a firm proposal was, in fact, submitted to the Western Australian Government.

I believe that you would be rendering this State a service if you would agree to the Premier making your Company's letter available to Parliament.

To that letter I received the following reply signed by Mr. Blake Pelly—

Dear Sir,

Thank you for your letter of 7th November in which you quote a portion of my speech at the Annual General Meeting of Shareholders of The Rio Tinto Mining Company of Australia Limited.

There has been some delay in my writing in reply because the letter was addressed to 408 Collins Street, Melbourne. In July of this year The Rio Tinto Mining Company of Australia Limited merged with Consolidated Zinc Pty. Limited, and the combined organisations now operate from 95 Collins Street, Melbourne under the name of Conzinc Riotinto of Australia Limited (C.R.A.).

I think you will appreciate that in the process of concluding with the Government the type of agreement necessary for the proper development of the Pilbara iron ore deposits a great deal of consideration has to be given both by the Company and the Government to a large number of important matters. Prior to the Annual General Meeting of The Rio Tinto Mining Company of Australia Limited in March of this year certain proposals were made to the Government.

When I asked the question in this House as to whether proposals had been made to the Government I was told that none had been made. The Minister now says they were tentative suggestions. Tentative suggestions mark you!

Mr. Dunn: Did he say March last year or March this year?

Mr. TONKIN: March last year. The date of this letter is the 20th November, 1962.

Mr. Dunn: That must be right then.

Mr. TONKIN: There is a statement from the chairman that he told his shareholders that certain proposals were placed before the Government. The letter goes on—

The Premier has said, however, in the House, that "In his opinion the Company did not reach the point of putting a firm proposal to the Government on a basis that could be considered."

He ends the quotation and leaves it there. After telling me that he placed certain proposals before the Government, he then goes on to say what the Premier said.

There was a recent case in England which occupied a great deal of space in the Press for quite a while. I refer to the Profumo case. The following are statements which struck me as being most important—I am quoting from *The West Australian* of the 15th June, 1963:—

Two religious newspapers commenting on the Profumo scandal today singled out the former War Minister's lie to the House of Commons as the most shocking aspect of the affair.

Further down it says—

The Church of England Newspaper said the real shock of the Profumo affair was the act of deliberate deceit to the House . . .

Further down it continues—

The Catholic Herald said: "The most culpable aspect of Mr. Profumo's conduct was his deliberate attempt to hoodwink Parliament and the people.

I go on—

We are all capable of giving way to human weakness, but a Minister of the Crown, especially when he is making a personal statement in the House, is rightly expected to be above deliberate lying and calculated misrepresentation."

The West Australian of the 8th June, 1963 had this to say—

For the Minister to lie—and he stood up at the dispatch box to do it to his Prime Minister and to the whole Commons—is one of the most serious offences in British politics.

Mr. Dunn: He made a mistake, and he apologised.

Mr. Graham: There should be a few resignations in this Parliament.

Mr. TONKIN: That is what they think in the House of Commons of that kind of conduct. There was a proposal, as the Minister for Industrial Development well knows. It broke down at the time because

the Government considered that the company was opening its mouth too wide. The Minister for Industrial Development had this to say—

I think the point was well made by the Premier that the Government would have been culpable and subject to grave censure had it, without any proper research, investigation or negotiation given the whole of this area to one company that just wanted to sign on the dotted line.

The SPEAKER (Mr. Hearman): The Deputy Leader of the Opposition has five more minutes.

Mr. TONKIN: This refers to what the Minister calls tentative proposals.

Mr. Court: I don't know what you are getting at.

Mr. TONKIN: Of course the Minister does not!

Mr. Court: The Premier was completely frank and truthful with you, and I have been the same. You are building up a case.

Mr. TONKIN: Was there a proposal or was there not?

Mr. Court: There were tentative suggestions put forward.

The SPEAKER (Mr. Hearman): The Deputy Leader of the Opposition must address his remarks to the Chair.

Mr. TONKIN: I am asking the Minister for Industrial Development whether or not there was a proposal.

The SPEAKER (Mr. Hearman): The Minister will reply in due course.

Mr. Court: He will reply in good, strong style at the proper time.

Mr. TONKIN: Some more sophism.

Mr. Court: I thought you were going to read us the details of this so-called proposition.

Mr. TONKIN: The Minister knows quite well that the Premier referred to a pentagon. He spoke about the area which these people wanted as being a pentagon. He gave his impression of the size of it; and that is what made him fearful.

Mr. Court: And rightly so.

Mr. TONKIN: I thought there was no proposal.

Mr. Court: You are playing with words.

The SPEAKER (Mr. Hearman): Order!

Mr. TONKIN: I am playing with words, all right; there is no doubt about that. But they are true. Is the Minister trying to argue in the face of a declaration from the chairman of the company; in the face of statements by the Premier himself to the effect that the company was asking for too much of the iron ore deposits? Yet we are told there was no proposal.

Of course, Mr. Speaker, it just does not add up. The significant thing is that when the agreement was finally signed it was along the lines that I suggested were contained in the original proposal, which I raised in this House by question.

My point is that the Minister finds it impossible, apparently, to be frank with the House. There was no need to have equivocated in this case. All the Government needed to do was to say, "Yes, we have a proposal, but we do not think the conditions should be disclosed at this juncture." But the Government denied that it had a proposal, when in actual fact there was a proposal, but the Government did not like the terms. It felt that the company was asking too much.

Maybe it was; we will know that later on when the agreement is brought here. But that is not the point. I am not arguing as to whether it was a fair and reasonable proposal which the Government should have accepted. I am arguing that the Government had a proposal, the existence of which it unequivocally denied, and to that extent misled the House in a way it had no right to do.

MR. NORTON (Gascoyne) [5.57 p.m.]: In *The Daily News* of the 23rd July, 1963, there appeared an interesting article concerning a conference which was being held in Perth. It was the conference of the Western Australian Country Party. The article reads as follows: the heading being, "Focus on the Country."

The State Government has done everything possible in the past four years to assist decentralisation of industry.

Acting Premier Nalder told the Country Party of W.A. this at its annual conference today.

He was speaking to a motion by N. Baxter, M.L.C., who recommended that State and Federal Governments be asked to provide substantial financial help to establish industries outside the metropolitan area.

Nalder cited Bunbury, Esperance and the North-West coast fishing industry as examples of the Government's efforts for decentralisation.

In reply Baxter said he was mainly concerned for the smaller man who wanted assistance to establish a small industry in the country.

"He is given little consideration", said Baxter. "It is always easier for the big man to get assistance either from Government or private sources."

I am interested in decentralisation of industry, particularly in respect of the fishing industry in the north-west. That industry is developing at a fast rate irrespective of what the Government has or has not done. The Government has not done very much. About the only thing

it has done is to close certain waters so far as the prawn nursery is concerned in the Shark Bay area. That was a very important feature. The Government has issued licenses to certain prawning vessels to operate in the area. It has given two local processing companies a fair share of the licenses. However, not one local fisherman in the north-west has been able to obtain a license. Among those is the skipper of the research vessel *Peron* who had undertaken a great deal of exploratory work in connection with the prawning industry at Carnarvon.

After complaints had been made by local fishermen, and by me and other members representing the area, two of the licenses originally granted were cancelled, and the one that had not been allocated was issued. That meant three new licenses were granted, but not one of them was given to any of those people who were established in the north-west.

For some time I have been urging that a safe fishing harbour be established at Carnarvon. Actually it does not need to be established because there is a safe anchorage at Carnarvon; it is approximately two miles long with a minimum width of 175 yards and a minimum depth of 9 feet. This anchorage was surveyed in 1960 by the *f.r.v. Peron*, when she broke down and was tied up in Carnarvon for some three months. The survey sets out very clearly where the various markings and lead lights should be placed. So that there can be no mistake about it, I have here a copy of the map which was drawn at that time.

The waters in and around Carnarvon are generally exposed to the wind, particularly at the whaling station and main jetties. When the westerly, or the north-westerly winds blow no boat is safe outside of what is known at Teggs Channel. When the winds rise they stir up the ocean bed and there is no possible chance of seeing where the channel is. Only this year three boats were blown ashore at Carnarvon because they were not anchored in a safe place, while three other boats which went into the anchorage were there throughout the blow.

The Carnarvon council and I made representations to the Minister for Works when he was in Carnarvon and, as is the usual practice with him, he said he would look into the matter and advise us later. This week I asked a question of the Minister in regard to the lead lights to Teggs Channel and the supplying of a fishing jetty with a connecting road to the town. The reply I received was to the effect that the manager of the Harbour and Light Department was in Carnarvon and, following a report on his return, consideration would be given to the matter. I have no doubt that on his return consideration will be given to it; but how long will it take for the Minister to give consideration

to it? There are a large number of boats in the area now, and as no safe anchorage is available something will have to be done urgently.

It is not a matter of building breakwaters or anything like that. The anchorage is there and all it needs is marking and lighting so that boats can enter it at any time, irrespective of whether it is day or night or whether the sea is rough or calm. If the Government wants to decentralise industry facilities such as these must be provided.

It was quite interesting to read a small section in the Lieutenant-Governor's Speech to the effect that attention was being given to fishing boat harbours. But the harbours concerned are not in or around Carnarvon. One of the harbours mentioned is at Bunbury and the other two are at Geraldton and Fremantle. I have no complaints in respect of Geraldton or Fremantle, but when we get to Bunbury, where there is a very small catch of fish compared with other centres—

Mr. Williams: It is 1,500,000 lb.

Mr. NORTON: The catch for Bunbury—and this includes Busselton, because they are not separated—

Mr. Williams: There is not much there.

Mr. NORTON: Quite a lot of salmon is caught there; and I have no doubt the member for Bunbury will be able to tell us, even tonight, something about the fishing industry down there and the need for a fishing boat harbour. The total amount caught at Bunbury and Busselton for the year 1962 was 1,655,470 lb. of fish. The year before it did not reach 1,000,000 lb.

Mr. Williams: There has been an improvement since then.

Mr. NORTON: The year before it was just over 1,000,000 lb. Those figures are correct and they were supplied by the Minister for Fisheries. The first figure I mentioned was supplied to me only yesterday. If we look at the figures in regard to fishing we see that the only other fishing port with a lower catch is Mandurah with 1,088,000 lb. Then we come to Shark Bay—and this does not include prawns—where the catch was over 3,000,000 lb. Albany has jumped from 3,366,100 lb. in 1961 to 6,096,836 lb.

Mr. Hall: You have not taken the whales into account as well, have you?

Mr. NORTON: Geraldton has the biggest catch of 10,750,000 lb. Fremantle is gradually dropping off, and for the past four years—that is, from 1958—has dropped from 13,111,500 lb. to 8,507,740 lb. in 1962.

Mr. Ross Hutchinson: The member for Albany thinks you might be cheating.

Mr. Lewis: Are there any prawns at Carnarvon?

Mr. NORTON: The Minister should know. He has been there but apparently he did not have time to stop and have a look.

Mr. Lewis: They never have any fish when I am there.

Mr. NORTON: He was in such a hurry that he almost had to float his car from Carnarvon to Onslow—

Mr. Lewis: I'll say he did!

Mr. NORTON: —and he hardly had time to look at the town.

Mr. Lewis: Where is the town?

Mr. NORTON: Did the Minister not go there? Was he not in the town? Some people up there seemed to think they saw a ministerial car floating through and just disappearing over the hill, or over the bridge, on its way to Onslow. I believe that when the car got to Onslow there was a bit of a dark flash in the night and a dark flash in the early morning, and nobody ever saw him. That is the report I got, but I do not know whether it is correct because I do not represent that area.

For some time I have been talking about the tuna industry and its development in the north-west. We are missing out on a tremendous industry in that area. According to one cutting I saw, the Minister said that he thought the industry might be going ahead by leaps and bounds—the general policy of leaping ahead! But when I asked him whether the fisheries research vessel could go north of Lancelin to do some research off Geraldton and Shark Bay I was advised there was not sufficient time, and it had to stay down in southern waters. The report from there, I understand, is that no commercial tuna industry is likely to be developed as tuna do not abound in that area.

The most extraordinary thing about it is that now the report has been received from the master of the vessel we find, in the *Fisheries News Letter* of May this year a map showing where the Japanese are fishing off the Western Australian coast. One of the areas is off Cape Naturaliste. While nothing very much is known about the Japanese, they are certainly down there and they are also fishing in two other areas—off Broome or Port Hedland, and west of Carnarvon. So far as the area off Broome and Port Hedland is concerned, it is between the 20th and 11th parallel of south latitude and between longitude 112 and 119. The area off Carnarvon is between the 21st and 30th parallel of south latitude and westward of parallel 112 of longitude, which is just bordering the continental shelf due west of Carnarvon. What is written under this map is most interesting. It states—

Map shows approximate areas off Australia where Japanese tuna boats take southern bluefin, yellowfin, and

albacore. Not much is known about the ground (lower left) off south-west Western Australia. The map also shows the area of the present Australian tuna fishery (on the New South Wales coast into Victoria, and in South Australia) and an area on the north-east coast of Tasmania where skipjack (striped tuna) is known to occur in quantity. Japanese catches of yellowfin average 3-4 fish per 100 hooks. The fish are in the 80-200 lb. range and can be taken the year round. The Japanese take southern bluefin off Australia's eastern coast from September to December, and off the western coast from September to April. Using longlines of 30, and even 60 miles, they take fish of 80-180lb.

What is so interesting about this is that both yellowfin and the southern bluefin are taken off the two northern areas in which the Japanese are fishing. If the area off Carnarvon were used, in conjunction with prawning operations, it would give year-round fishing for the industry which could be established there. There is not much data in respect of that area off Carnarvon, but it has been stated in the *Fisheries News Letter* that boats there are taking from 10 to 18 tons per boat per day. However, in respect to the area off Broome there is a letter which appeared in *The West Australian* of the 11th October, 1962, in which it states—

In the last few years I have acted as agent for several Japanese tuna vessels which have arrived in this port with various troubles. Through our interpreter, I have learnt that there are up to 150 Japanese tuna vessels working the continental shelf.

These ships make an average of three trips to these waters each season to fish for tuna. Depending on the size of the vessel, they take away 100 to 200 tons of fish each trip and with a good run fill up in three to six weeks.

That means that in this area, at a minimum, 45,000 tons of tuna are being caught, for which we are getting nothing.

We have heard a lot about the tuna industry in South Australia and how it is developing. It is interesting to note that there are only 23 ships operating in South Australian waters for a maximum catch in 1963 of 3,966 tons. The South Australian waters are very small compared with the area off the north-west coast, and if there are no interested parties in the State I think it would be up to the Minister to approach the appropriate Federal Minister in Canberra to have some of the fisheries trust fund moneys made available for the development of these waters.

The project could be started in the same way as the whaling station at Carnarvon was commenced and, as it grew, it could be sold to private enterprise, as was done with

the whaling station. It is something that should be developed and it is hard to see people like the Japanese travelling so many miles to our shores and taking away a harvest which we should be reaping. I think if the right approach were made fisheries trust fund moneys could be made available for research.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. NORTON: I will now speak on snapper fishing and, in particular, the use of traps. After repeated requests made by myself, Mr. Bowen of the Fisheries Department was eventually sent to the Shark Bay waters in 1960 to investigate the use of traps in snapper fishing. In his report of that year he said that a lot more research was needed in this matter. Also, he confirmed the conclusion that the use of traps and anchor chains were breaking up the coral which is the habitat of snapper when it is breeding.

Last week I asked the Minister for Fisheries whether Mr. Bowen had returned to Shark Bay to continue his investigations or whether any other officer had been sent up there for that purpose, and his reply was, "No." I also asked how many traps were originally used by the boats engaged on trapping and the answer was "Four." I further asked: How many traps, on an average, were being used by each boat today? And the answer was "Nine." It is my opinion that neither the Minister for Fisheries nor the officers of his department are aware of what is going on.

Originally, it is true, from four to six traps were being used by each boat and the crew's time was wholly occupied in keeping the traps in operation because they were hauling them in so rapidly. However, this year, on the 17th June, the following article appeared in *The West Australian*:—

Snapper Season Outlook Bleak.

Geraldton, Sunday: This time last year there were 17 boats at Shark Bay for the snapper schooling season.

Now there are only three.

The Rex and Lapwing have sailed from here to meet the Canberra which has been in the Shark Bay area for about a month.

The Rex and Lapwing are making their second trip for the season. Instead of the full boxes of previous years they had about one case of fish each. One fisherman has put the blame on the prawn trawlers which, he said, were driving the snapper away. Another fisherman said he could see the snapper shortage coming when everybody began using fish traps which had ruined the coral feeding beds.

A third claimed that the Shark Bay area had been fished out of snapper because everybody had tried to reap the harvest at the schooling season.

The first article reporting that the trawlers fishing for prawns were driving away the snapper can, I think, be discounted because the fish traps are being used outside the islands in the open sea whereas prawn trawling is carried out on the eastern side of the island. The other two reasons given by other fishermen are, in my opinion, quite correct. One reason was that the snapper was being driven away by the use of fish traps, and the third reason, that the traps have caused the snapper to be fished out, naturally follows. The fishermen have taken a lot away and have broken the coral by the use of traps and anchor chains and therefore the snapper are no longer there.

The Minister stated that nine traps were being used and in respect of that, the following report appeared in *The West Australian* of the 12th July, 1962:—

Snapper Catches Drop 50 per cent.

The greatly increased use of fish traps was damaging the fishing grounds and causing the depletion of fish in the area, he said.

Last year boats had used only five or six fish traps each but some were now using between 30 and 40 traps, as they did in crayfishing.

That clearly proves that the Minister and/or his department is not keeping up with what is going on. Perhaps his department has not sufficient money; I do not know what it is. However, it is necessary that further research on these grounds be undertaken and a complete study made not only of the habits of the snapper, but also of all fish in those waters because there we have some of the best fishing grounds in the Commonwealth. That has been stated by one or two Queenslanders who have come to Carnarvon under charter for prawn fishing. They were anxious to stay there, but due to the lack of anchorage facilities and lack of facilities for getting ashore, this prevents their staying in the fishing industry at Carnarvon the whole year round.

I appeal to the Minister to take steps to have the survey into snapper catching completed, because I am sure what I have forecasted for several years will be proved true; namely, that the fishing in the area is being ruined by the snapper traps and preventing a young industry from developing. The fact is that if the snapper traps are permitted in the future, the big freezing boats will be able to come in and take the fish to Fremantle and Geraldton and this will in no way assist in the decentralisation of industry, which policy was supported by the Deputy Leader of the Government at the Country Party conference. If the boats were able to bring the fish catch ashore there would be more likelihood of the crewmen and their families residing in that area; and other men would be required to process the fish. They

would also take up residence there with their families, thus promoting decentralisation. However, whilst big boats continue to take the catch away to Fremantle and Geraldton not one penny will be spent in the area.

I have now a few things to say about the Carnarvon School and its facilities. I am sorry the Minister for Education is not present because he did flit through Carnarvon earlier this year, thus preventing him from having much time to have a look around.

Recently the Carnarvon Parents & Citizens' Association wrote to the Minister requesting the provision of extra school-rooms and that the boundaries of the primary school be fenced. In that letter it was stated—

Carnarvon has been expanding at an above-average rate during the last few years, with an equivalent increase in vehicular traffic, which has accordingly resulted in a greater traffic hazard, particularly where smaller children are concerned. Apart from traffic danger, members wish your attention drawn to the flood creek against which the grounds immediately back. For your information, at a point less than 200 yards from where the school building stands, a youth was drowned during the 1960 flood.

In normal times, admittedly, this drain is empty; but, when it floods, the water in it becomes a swift-flowing creek and is a danger even to the strongest swimmer; and, as stated by the association in that letter, the school grounds immediately back on to it. So if that drain is not a hazard when in flood, I do not know what is.

The association's letter goes on to make a request for the protection of the grounds by the provision of a boundary fence. The letter reads—

Provision of a boundary fence would act as a form of insurance to departmental property. At present, the grounds are subject to the passage of young horseriders and straying stock, and as a result, the clay/loamed surface of the grounds are kept in a loosened state, greatly increasing the serious dust menace which exists at all times in Carnarvon. It is only reasonable to assume that reduction of the dust menace would not only be a safeguard to child health, but would also reduce building maintenance costs in the future.

The association has put those two points very well. Tonight the Minister answered a question as to the conditions that have to be complied with before the department will agree to a fence being placed around a school. He said one condition was traffic and the other was straying stock. If the Carnarvon School does not meet with the condition of heavy traffic

it certainly has a good argument to meet the condition of straying stock because quite a number of horses wander around the drains adjoining the aerodrome and stray at liberty over the school grounds.

When the Minister answered my letter supporting the one sent by the Carnarvon Parents and Citizens' Association in respect of the boundary fence, he said—

The District Superintendent's examination displays that the erection of a boundary fence at the Carnarvon Junior High School cannot be justified on the grounds of the children's safety or of preventing the entry of straying stock. Action on the part of the Headmaster could prevent the use of the school ground as a short cut by the local pony club.

The last paragraph implies that the headmaster should act as a policeman. He is asked to ensure that straying stock and the pony club riders do not go over the school grounds.

Is it fair that a man should be asked to remain on duty seven days and seven nights a week to prevent stock from straying on the school grounds? If the Teachers' Union saw that letter, I am sure it would have something to say about it, because it is not the duty of a headmaster to act as a controller of stock. I cannot see any reason why the school boundaries cannot be fenced, because only two sides have to be enclosed and this would not be a great cost to the department; besides which, the department expects the parents and citizens' association to spend quite a deal of money on the beautification of the school grounds by planting shrubs and lawns.

The Parents and Citizens' Association is not prepared to waste money on the planting of shrubs and lawns in the school grounds, if those grounds are not fenced. It does not want the shrubs and lawns to be trampled over by the ponies ridden by some junior members of the club. That association spends a great deal of money in assisting the Education Department by providing many essential requirements of the school; therefore in this instance the department should see its way clear to erect the boundary fence around the grounds.

I refer to the article I read concerning decentralisation. It is apparently the policy of this Government to assist the big businessman, not the small one. I bring before the notice of the House the case of a small businessman in Carnarvon who wanted to establish a clay brick works. He approached the Department of Industrial Development, the Rural and Industries Bank, and other parties in Perth; however, the net result of his efforts proved to be nil.

Mr. O'Connor: What capital did he have?

Mr. NORTON: He had sufficient to give a guarantee of the amount required. He needed not more than £2,000. Even if the Government itself had provided that amount of money it would not have been long before it was able to make a saving of a greater amount than that. At present the price of cement bricks in Carnarvon is approximately £25 per thousand. This person estimated he would be able to manufacture and sell the clay bricks at £18 per thousand.

The Education Department purchased 200,000 bricks for the building of the school and school hostel in that area, and the saving it could have made can be estimated. With the development of that school it is very likely that a further 100,000 bricks will be required.

Similarly, the Department of Public Health is constructing a house at Carnarvon for a medical officer; and it imported cement bricks from Perth. That appears to be a costly method of building, and is not a way for the Government to conserve its funds. It must have cost the department a considerable amount to cart the bricks from Perth by road. The cost of materials to manufacture cement bricks would be about one-fifth of the cost for the road transport of the bricks, the one-fifth being the cost of the road transport on cement used in the production of the bricks. This is another case in which the Government is not prepared to assist a small person to establish an industry in a country district and thereby implement its policy of decentralisation—as the Government claims it is doing.

Another factor which is almost stalemating decentralisation is the restriction imposed on road transport in the north. The State Shipping Service is attempting to cut out its services to the nearer ports of Carnarvon and Onslow. The reason for the failure of State ships to get loadings was that their schedules were unreliable, and one could not tell from week to week whether the State ships would be calling. One vessel would be scheduled to call and there would be a loading on the wharf, but the vessel might be notified to divert from Carnarvon to another port. In such an instance the loading is left on the wharf and has to be transported from Perth by road, with a consequent loss of not only money but also time.

The carriers operating in the Carnarvon district have to obtain permits from the Transport Board, although they are not competing with any Government transport service. This year the licenses were issued by that board for only 7-12ths of the year, and no explanation was given. Normally the licenses are issued for the full twelve months, and they cost between £30 and £40. I do not know why the period

was reduced from twelve months to seven months. These licenses are endorsed as follows:—

Goods approved. All classes of goods used for consumption south of the Minilya River.

I do not know why that river was selected as the starting or finishing point. A number of these vehicles are licensed by the Gascoyne-Minilya Shire Council, which covers an area 150 miles north of the Gascoyne-Minilya bridge. These vehicles cannot operate north of the bridge without obtaining a special permit and paying a fee.

One mail contractor who operates a fleet of trucks from Geraldton uses his vehicles for the mail runs to the North West Cape, but he has to pay an additional fee of 10s. per vehicle for operating north of the Minilya River. It seems to me that the Transport Board is just a revenue-collecting medium for the Government, and the bigger the revenue of the board the higher is the salary paid to those at the top. It seems to me that the officers of the board are doing everything possible to hamper the people who are trying to develop the north.

The position amounts to this: If the information given to me by the Minister is correct, the imposition of a tonnage fee for operating between Geraldton and the 26th parallel—a distance of 200 miles—will bring about a considerable increase in the cartage rate. The rate per ton would vary from 2s. for fertilisers to 18s. per ton for fuel and general stores. For machinery the rate would be 16s.; for tiles and sawn timber 9s.; and for other building materials 12s. This will only result in the transport operators, who are not competing with any Government transport service, having to increase their charges. Residents are being penalised because they live in a remote area in which there is no other means of transport.

I now turn to another feature of transport; it is the speed limit of heavy vehicles. Although the Minister stated that no action would be taken against vehicles travelling at 40 miles an hour, it is not legal for them to exceed 30 miles an hour, which is the limit set for vehicles of 13 tons and over. The Minister further said that if the national traffic code was not introduced into Western Australia he would amend the regulation by increasing the speed limit to 40 miles per hour.

What is there to stop the Minister from altering the existing speed limit, by providing the 40 miles per hour limit? Hundreds of regulations are continually being laid on the Table of this House, and the traffic regulations as well as the Act are continually being amended so that they can hardly be understood; consequently, one more amendment, from 30 miles to 40 miles per hour, would not make much difference.

Mr. Craig: It is only in the interests of uniformity.

Mr. NORTON: Uniformity of what? We have been told that the speed limit would be increased to 40 miles an hour under the uniform code; but why not adopt that speed now?

Mr. Oldfield: Do you think the limit of 40 miles per hour is safe for a 13-ton semi-trailer?

Mr. NORTON: A 20-ton or 30-ton semi-trailer can stop in a shorter distance when it is fully loaded, than can a fully loaded Holden vehicle. The modern vehicle is built to cruise at 42 miles per hour, and the average vehicle in this category cannot travel in top gear under 35 miles per hour, particularly the Chevrolets, Fords, Internationals, Dodges, etc. Many of these vehicles run on diesel fuel and are governed at 42 miles per hour.

Where one desires to run a vehicle on the most economic basis possible it is necessary not to change gears frequently. The Minister may not realise this, but every time the gear in a vehicle is changed the driving wheels hesitate until the drive is taken up. This motion tends to drag on the bitumen and pull it apart. This action is amply demonstrated when heavy transport operates over clay roads.

At the bottom of a hill where vehicles change gears a hole develops in the clay road; and further up the hill when vehicles change down to a lower gear a bigger hole develops, because the grip of the tyres becomes far greater and the wheels dig out the holes to greater depth. When a vehicle runs along smoothly, without changing gear, far less damage is done to the road. The changing of gear on vehicles is the paramount cause of road damage. Another aspect is that when transport vehicles travel at a slow rate they take longer to cover the journey, with a consequent rise in wages and fuel consumption. All this adds to the cost.

Touching on the Gascoyne River and the agricultural side, I asked the Minister for Agriculture a question on the 8th August as to the number of agricultural advisers employed by the department in the north-west. He said the number was 11; but I do not know where they are stationed. There is no agricultural adviser in Carnarvon, and as far as I know there is none in Pilbara. There is no agricultural technician in Carnarvon; and there is no adviser available to pastoralists in the Gascoyne. If a pastoralist requires advice he has to wait until Mr. Suijndendrop passes through on his way to the north.

Where are these agricultural advisers? They must be somewhere up in the Kimberleys or at Kununurra, all centred on the erosion problem. The Kimberley is not the only place which has this erosion problem. Erosion is causing a great deal

of concern in and around the Gascoyne and Lyons Rivers and their tributaries. It is a problem which will take more solving than will be the case in the Kimberley because the growth in the Gascoyne is much slower, and a different type of vegetation has to be introduced.

The pastoralists are willing and anxious to assist in this matter. Many have tractors, ploughs, and other machinery available. But they have no advisers, who are required particularly in the contour furrowing for the rehabilitation of catchment areas on rivers. If these areas are allowed to become further eroded, excess flooding will result and springs of salt water will develop. These, of course, will create more salt concentration in the Gascoyne and Lyons areas than exists today.

These areas must be rehabilitated; and the industry which exists at Carnarvon, and which is worth over £1,000,000 a year at present, is not one which should be allowed to go backwards. If the salt is permitted to encroach and the catchment area is further eroded, serious trouble will develop along the rivers.

The Minister says that the rehabilitation of these areas depends on the new leases in the pastoral areas. Why should it depend on them? The areas have to be rehabilitated whoever they are owned by; so why wait until the new leases are granted to decide whether dam site 1, 2, or 3—or whatever it might be—is to be utilised? The whole industry will be damned if this course is adopted.

The industry in Carnarvon has grown up because of the hard work of the people who have fostered it; and it has cost the Government practically nothing. Those involved are all small people who have invested in a small way. Those associated with the Ord River scheme have big money. They have to spend in the vicinity of £30,000 to establish their properties. Yet the little people who have established themselves with a few hundred pounds cannot get the assistance the others are getting. Again it is a question of decentralisation. Many little farms are better than one big one and it is population we want in the north, not just a few operating in a big way.

With regard to agriculture in Carnarvon, over 200 families are at present employed, and they are farming about 750 acres. In all there are over 4,000 acres held in freehold. There is plenty of room for development. They are at the moment exporting quite a lot to the Eastern States, which is a good thing for Western Australia. With the development of the areas along the river at Carnarvon, tomatoes, beans, and other such products could be grown and these would be readily saleable in Singapore.

Actually we are the closest to Singapore. We can more than favourably compete with Geraldton. We have already

competed with it with tomatoes on the Singapore market even though we have had to transport them through Fremantle to make sure they are not rejected unnecessarily, as was the case when we made our initial export to Singapore.

Again I appeal to the Government to help the smaller person. The big man usually looks after himself.

MR. GRAYDEN (South Perth) [8.5 p.m.]: I did not intend to speak tonight—

Mr. Oldfield: Well, don't!

Mr. Graham: Sit down then!

Mr. GRAYDEN: —but there is one matter which concerns South Perth, and it is a vital one. I think tonight would be an opportunity to bring it to the notice of members. However, before getting on to that subject and one other which I think is most important, I would like to take this opportunity of touching very briefly on some of the comments made by the Deputy Leader of the Opposition in his speech before tea.

Very early in his remarks he referred to the Speech made by His Excellency when opening Parliament. He expressed appreciation of the way His Excellency opened Parliament, but made the statement that he disagreed with the actual Speech; and the part to which he objects is as follows:—

For this reason, the Government decided that the Hon. Premier should visit the United States of America, Great Britain, Europe, Malaya and Singapore, to further promote the State's interests. Mr. Brand's mission is proving most successful, and we look forward to his return in a few weeks' time.

The Deputy Leader of the Opposition said that His Excellency's statement to the effect that the Premier had done a good job abroad was one of opinion. Obviously, the Deputy Leader of the Opposition did not agree with that opinion. He went further and said that no evidence has been produced to indicate that the Premier was doing a great job abroad. I think those remarks were most unfair.

Mr. Court: Hear, hear!

Mr. GRAYDEN: We know that the Deputy Leader of the Opposition in preparing the various speeches he makes to this House goes to a great deal of trouble. He quotes extracts from newspapers all over the world and from magazines and like sources. It is quite apparent that if the Deputy Leader of the Opposition feels that the Premier is not doing a great job abroad he has been going around the last few months with his eyes shut; because day after day, following the Premier's departure overseas, we read in *The West Australian* of the meetings the Premier had with leading industrialists throughout

the United States of America trying to interest them in Western Australia as an investment medium.

Mr. Graham: He has his own paid propagandists travelling with him.

Mr. GRAYDEN: Yes, he has; and also some experts who give him the necessary technical details in connection with the work he is doing on behalf of Western Australia. If the Deputy Leader of the Opposition wants evidence, I suggest he go through the files of *The West Australian* and read the myriads of Press cuttings alluding to this subject.

Mr. Graham: Naturally!

Mr. GRAYDEN: Everywhere the Premier has been he has done the same thing and it has been a constant grind trying to raise the interest in Western Australia of overseas industrialists. That is the first point.

Mr. J. Hegney: He is having a good time though.

Mr. GRAYDEN: I should imagine he would be extremely pleased to get back; because, as I have said, he is having a gruelling time. Apart from that, I have had many instances of the success of the Premier's trip abroad. Only the other day we had a Mr. Stan Hilditch from the north-west listening to the debate in this House. During the course of a conversation with me he told me of the huge iron ore deposit he had located in the north-west. Incidentally, he found this many years ago when he was driving a mail truck in the north-west, but had said nothing about it.

Recently, when it became known that the Government was contemplating making it possible for people to take up reserves, he took the opportunity of contacting a Mr. Warman, with whom he had been associated for many years, in order to peg this area. The comment he made to me was that he was extraordinarily pleased with the way in which the Premier had gone to leading industrialists in America; and that, as a consequence of the Premier's visit, the way had been paved for some big agreement in respect of this deposit. This agreement is apparently under discussion at present.

The Premier not only made these contracts but he wrote back to his department and arranged interviews with the Mines Department for these representatives when they came to Western Australia to negotiate this deal.

This is one specific instance of the work which the Premier is doing; and yet, as I have mentioned, the Deputy Leader of the Opposition chose to ignore that sort of thing. He chose to ignore the evidence before his own eyes, this evidence having been published in *The West Australian*, indicating what a job the Premier is doing.

The Deputy Leader of the Opposition then went on to touch on the question of tenders; and he tried to give the impression that the Government in arranging contracts with people to do the work on the huge undertakings which are at present taking place throughout Western Australia, was calling tenders for the various jobs but was not necessarily accepting the lowest tenders. He tried to give the impression that the Government was seriously remiss in not accepting the lowest tenders.

Mr. Tonkin: So it is!

Mr. GRAYDEN: So it is, he says. He repeats the statement. I would suggest, however, that the Government would be extremely remiss if in every instance it accepted the lowest tender. If the Deputy Leader of the Opposition disputes that, he should not be the Deputy Leader of the Opposition.

Mr. J. Hegney: What rubbish!

Mr. GRAYDEN: For many years prior to the defeat of his Government in 1959, the Deputy Leader of the Opposition was Minister for Works; and in that particular position he would have been responsible for finally approving or recommending, possibly to Cabinet, the approval of various tenders.

Mr. J. Hegney: He told us that.

Mr. GRAYDEN: I would suggest further that he must on many occasions have rejected the lowest tender; and if he did not, then the whole Labor regime, covering the six years prior to 1959, should be investigated because we would find some irregularities of a very serious nature. That is the position which would apply if the Deputy Leader of the Opposition in his previous capacity as Minister for Works had in every instance—and possibly against departmental advice—accepted the lowest tender.

We all know what happens when Government departments call tenders. They advertise widely and in some cases they do so throughout the Eastern States and the world; and, of course, all sorts of people apply. Lots of people tender for various contracts knowing full well that they are not in a position to carry them out should they be successful in their tender. However, they rely on the fact that if they obtain a contract they can then sublet the work to others and in that way make a profit without doing anything themselves at all.

Would the Deputy Leader of the Opposition suggest that the Government should accept the lowest tenders in those circumstances? Of course he would not. Yet, prior to the tea suspension, he made statement after statement criticising the Government and saying there were grave irregularities in the administration of the Government because it was not accepting the lowest tenders.

We have had plenty of instances of lowest tenders being accepted in Western Australia, and finding subsequently that those successful tenderers were unable to complete the work; and the Deputy Leader of the Opposition must be aware of them; and if he is not, as I said earlier, he must go around with his eyes shut.

He will recall that possibly only two years ago the Public Works Department in Western Australia let a tender in respect of a breakwater or groyne at Bunbury. I think it was of the order of £200,000, and the Government gave the tender to the lowest tenderer. What happened? The man concerned—a Mr. Roberts, I understand—could not complete the work, so he arranged with Bell Bros. to take it over. Not long after, another Mr. Roberts tendered for a job at Laporte, I think to put in effluent pipes, and again he could not complete the tender or even start it and so he sublet part of it.

We have instance after instance of this sort of thing in Western Australia, yet the Deputy Leader of the Opposition, prior to the tea suspension, tried to convince the House that the Government in every instance, and contrary in many cases to the advice of its departmental officers, should accept the lowest tender. That is an extraordinary state of affairs; yet the Deputy Leader of the Opposition can on that basis accuse the Government of doing things which are irregular.

I would say that if tenders are called and it is made known to the tenderers, as it always is, that the lowest tender will not necessarily be accepted, then the officers of the department concerned should make the most widespread inquiries to ascertain whether the lowest tenderer has the financial backing and the know-how to complete the job satisfactorily; because many of these jobs are run to a strict time limit.

Mr. Tonkin: Like the Fremantle railway bridge.

Mr. GRAYDEN: I will get on to that in a moment. The works at Esperance have to be completed to a strict timetable in order that another phase can be commenced. That is one reason why the Government has to assure itself that a tenderer is capable of carrying out the work for which he has tendered.

Mr. Tonkin: How much behind schedule is the Fremantle bridge?

Mr. GRAYDEN: The Deputy Leader of the Opposition referred to the Fremantle traffic bridge and said he knew that in that instance the lowest tender had not been accepted but that one which was £20,000 more had been accepted. He then said he was not sure of that—

Mr. Tonkin: What contract was that?

Mr. GRAYDEN: —but he based his whole speech, or his whole reference to tenders, on that sort of thing. He said he did not know for certain whether that was the position, but would find out later; but, if it was, it was a disgraceful state of affairs. He should have gone a long way further than that.

Mr. Fletcher: He was talking about a different bridge.

Mr. GRAYDEN: I tried to follow the Deputy Leader of the Opposition, and subsequently I went upstairs to get a transcript of his speech, but unfortunately I could not get it. If I am dealing with the wrong bridge, it is only because the Deputy Leader of the Opposition did not make himself clear when he raised this question. It does not matter which bridge; the fact is he said that in respect of one bridge, or a particular undertaking, someone had tendered but had not been successful, and the Government had accepted another tender which was £20,000 more. He went on to say that was a terrible thing to do; yet he did not attempt to give the House any information as to whether the company which put in the lowest tender was capable of carrying out the job.

Mr. Tonkin: Yes I did.

Mr. GRAYDEN: Not to my satisfaction; and I have no doubt that if the position the honourable member says obtained did in fact obtain, when we later hear from the Minister concerned we will find that the officers of the Public Works Department must have put forward a pretty strong recommendation for the second tender to be accepted.

Mr. Tonkin: They could not possibly.

Mr. GRAYDEN: That is what the Deputy Leader of the Opposition says on all occasions when what he puts forward is queried. But the Minister has intimated that he will reply at a later stage to the honourable member's allegations, and I eagerly await the Minister's reply; and I know what the outcome will be. It will be another instance of the Deputy Leader of the Opposition having made all sorts of wild, unfounded allegations and then being proved wrong. No doubt on this occasion the Deputy Leader of the Opposition will get up again and withdraw his initial statement as he did the other night after he made some very definite ones.

Mr. Tonkin: And as the Acting Premier did, too.

Mr. GRAYDEN: We will see what the Minister has to say in respect of the honourable member's statement tonight.

Mr. Bickerton: Profumo did that.

Mr. GRAYDEN: I expect the Deputy Leader of the Opposition to get up and withdraw his statement—

Mr. Graham: It is a pity you did not have the decency to do that.

Mr. GRAYDEN: —after taking into consideration some of the remarks he made in regard to the Government's indulging in irregular conduct. The Deputy Leader of the Opposition then went on to criticise the Minister for Industrial Development, who is also the Minister for the North-West, for statements he is alleged to have made in respect of the huge iron ore agreement—

Mr. Tonkin: Alleged to have made!

Mr. GRAYDEN: —involving £78,000,000, which was entered into some days ago.

Mr. Tonkin: Statements he made.

Mr. GRAYDEN: I listened to the Deputy Leader of the Opposition with interest and tried to follow his argument, but I admit it was pretty difficult at times. The crux of it is that he alleges that some time in the past, in reply to questions, I think, the Minister for the North-West made the statement that he had not received any definite proposals from Conzinc-Rio Tinto of Australia Ltd. It was something to that effect. The Deputy Leader of the Opposition alleges that definite proposals were made, but the Minister for the North-West, on the other hand, said that what he received at that particular time from the company concerned were tentative suggestions.

This is a play on words. The Minister for the North-West has interpreted certain things as being tentative suggestions, and the Deputy Leader of the Opposition holds that they were firm proposals. As a result, the Deputy Leader of the Opposition criticises the Minister concerned and other Ministers of the Government. He went much further and said it was impossible to rely upon the word of the Ministers of this Government, and he quoted statements that were made in regard to the Profumo affair—something to the effect that some newspapers in Great Britain had made public statements suggesting that the most serious crime Profumo had committed in respect of that affair was to mislead the House of Commons. He drew a parallel between what Profumo did and what the Minister concerned has done on this occasion. How absurd can one get!

As I have already pointed out, the statement made by the Minister concerned tentative suggestions; and now the Deputy Leader of the Opposition is alleging that at that particular time firm proposals had been received, although the Minister said they had not. I would suggest that if the Deputy Leader of the Opposition wants to draw attention to irregularities and discrepancies in statements made by the Ministers of this Government, he should first of all tidy up his own house. Time and time again we have heard members of the Opposition making statements which are completely

unfounded; and which, in fact, are bare-faced lies. Yet the Deputy Leader of the Opposition chooses to ignore those. He chooses to ignore anything that originates from his side of the House. Despite this, he is eager to criticise the Government and the Ministers on the matters I have mentioned.

In this respect I will read to the House the statements made by the member for Fremantle in this House a few nights ago. He was speaking on migration and unemployment. To develop his argument—no doubt to embellish it because there were some migrants in the gallery at the time—he made a statement, the original *Hansard* report of which I will first read, and then read the report of the member's speech as corrected by himself.

Members will then be able to see for themselves who makes statements which are irregular and which contain discrepancies. Following the reading of these statements we will then await what the Deputy Leader of the Opposition intends to do about the statements. If he is prepared to make accusations and criticise the statements of members on this side of the House, he should also be prepared to take the same action when members on the Opposition side of the House make far worse statements. After hearing the statement made by the member for Fremantle which I am about to read to the House, I would expect the Deputy Leader of the Opposition to take some sort of action.

In the original *Hansard* report, the member for Fremantle said this—

We are giving the House information this evening. With reference to that I have notes in this notebook which I have in my hand of an interview I had with an unemployed fitter. He asked me if I would be able to assist him. I asked him if he had signed the vacant book in Fremantle, but he replied he had not and I advised him to do so. This is a fitter approaching my own age. He would be told that he was too old to be employed as a fitter and so would be placed on the industrial scrapheap. He mentioned the firms of Acme Plumbers at Belmont, Gilbert & Barker and Calageri's. He is working overtime without being paid penalty rates for it. These are signs of the times. The policy seems to be that if employers can encourage as many people as possible from overseas and so have several people waiting outside their gate applying for work, it gives them an opportunity to say to applicants who are being interviewed, "Will you accept such-and-such conditions?" And if the applicant replies that he will not, the employer will

say, "Very well. There are people outside the gate who will". In consequence there are men working overtime without being paid overtime rates for such work. Although this is in contravention of the Award, such conditions do exist.

That is a positive statement made by the member for Fremantle. It is a statement which indeed influenced members of the House, and in particular, those people who were in the public gallery who had come to listen to the speech of the member for Fremantle. Later, the member for Mt. Lawley was able to point out to the House that the firms mentioned by the member for Fremantle did not exist.

Mr. Kelly: You have already told us that.

Mr. GRAYDEN: What an extraordinary state of affairs. Here we have a member of the Opposition making statements which are damaging to the reputation of employers throughout Western Australia. They are statements which are calculated to give the employers of this State a bad name. There are many employers who are seriously disturbed over what was said by the member for Fremantle.

Mr. Rowberry: Why should they be disturbed?

Mr. GRAYDEN: Because the member for Fremantle quoted the names of specific firms. He mentioned Acme Plumbers of Belmont, Gilbert & Barker, and Calageri's. We now find that those firms do not exist.

Mr. Tonkin: How could it do them any harm?

Mr. GRAYDEN: The statements have been made in a sense that will give all other employers of this State a bad name. The point is that the honourable member quoted the names of specific firms which actually were non-existent. To make the position even worse, the member for Fremantle, on checking the typescript report of his speech made some corrections. They were made before the member for Mt. Lawley pointed out to him that the firms he had specifically mentioned did not exist. After the following sentence—

He asked me if I would be able to assist him.

the member for Fremantle added the words, "find employment." His original statement went on—

I asked him if he had signed the vacant book in Fremantle,—

and the member for Fremantle crossed out the word "Fremantle" and inserted instead the words "our union office," so that the sentence then read—

I asked him if he had signed the vacant book in our union office.

I can imagine that anyone reading his speech later would be most impressed by the fact that the member for Fremantle

had advocated that the man should go to his union office in Fremantle and sign the book. That was the direction he gave. Then, at the bottom of the same page he crossed out this portion of his speech—

He is working overtime without being paid penalty rates for it.

And because he had second thoughts on this statement he inserted the words—

as employers not paying penalty rates for overtime.

However, I looked in vain to see if he had made any corrections in the names of the firms he had quoted in this House. There were no corrections made in the names of the firms that he had specifically mentioned, because the member for Fremantle thought he had got away with that statement and it was only subsequently that the member for Mt. Lawley was able to point out that these firms did not exist.

I have no desire to emphasise the particular point and I do not wish to go over this matter again, but I am drawing attention to the fact that here is a statement—a serious statement—made by a member of the Opposition, which has been proved to be incorrect. But the Deputy Leader of the Opposition is not a bit concerned about that. He thinks that is good stuff, and no doubt he applauded the member for Fremantle when he made that statement.

As far as the Deputy Leader of the Opposition is concerned, it is quite all right for any member on his side of the House to make wild, unfounded statements—statements which do not contain a vestige of truth. Yet if a member on this side of the Chamber makes the slightest mistake, or says something upon which a double construction can be placed, the Deputy Leader of the Opposition—

Point of Order

Mr. BRADY: On a point of order, Mr. Speaker, I would like you to give a ruling at this stage. The member for South Perth has apparently obtained a corrected speech by the member for Fremantle, and is making out that the corrections he made were made deliberately to mislead people. We all know that the *Hansard* reporters are not 100 per cent. correct themselves and very often a member has to make corrections to the typewritten report of his speech. Is it in order for the member for South Perth now to continue to say that the member for Fremantle has deliberately tried to mislead the House? Is he also in order in obtaining these speeches and quoting them to the House in the circumstances?

The SPEAKER (Mr. Hearman): If we are going to take exception to members saying that it is quite wrong for other members to make incorrect statements in

the House, then a lot of people will not be able to make any statements at all. I think a member is entitled to challenge another member's speech. The matter of correction of the *Hansard* proof is something that I intend to have a look at tomorrow; and until I have done so I am not prepared to commit myself on it.

Debate (on motion) Resumed

Mr. GRAYDEN: I want to be fair to the member for Fremantle. I do not suggest that he has done this to mislead the House. The point I tried to make was that he did not correct the names of the firms he mentioned. I am not attributing to him any ulterior motives. I am simply saying he did not attempt to correct the names of the firms and, accordingly, he should be prepared to stand by what he said in respect of them.

I said what I did because we have had statements made by the member for Fremantle which were not altogether true, and yet we have not seen the Deputy Leader of the Opposition rise in his place and take exception to them. I would like to go a little further on that theme. Last night I mentioned that members of the Opposition do not like home ownership because they feel it tends to make a man a little capitalist.

Mr. Bickerton: What rot!

Mr. GRAYDEN: At the time the member for Merredin-Yilgarn said, "Do not talk rot." I went on to say, "It is all very well for members of the Opposition to jeer; but I would point out that we had a classic instance not many years ago of one of their Federal Ministers coming straight out and telling people what the policy of the Labor Party was in connection with this matter." When I pointed out that the Federal Minister had made that statement, the member for Merredin-Yilgarn said, "Who is romancing now?" I do not think that interjection can be interpreted in two ways. From the interjection I drew the conclusion that the member for Merredin-Yilgarn felt that the statement I had made was not true.

Mr. Kelly: You have not proved it.

Mr. GRAYDEN: The honourable member said, "Who is romancing now?" The member for Merredin-Yilgarn sits on the front Opposition benches. He is a member of the so-called shadow cabinet; and if there were a change of Government he would be a Cabinet Minister. Indeed, he was a Cabinet Minister when the Hawke Government was in office prior to 1959.

Mr. Tonkin: And a very good one too.

Mr. GRAYDEN: As such, one would expect the honourable member to be a responsible person; yet we have him saying that my statement that his own Federal Cabinet Minister said this is not true. He knows only too well that it is true. I

would draw attention to the interjection made by the member for Merredin-Yilgarn to illustrate that from time to time members of the Opposition make statements which are quite untrue. So, accordingly, if the Deputy Leader of the Opposition wishes to take to task members on this side of the House for any statements they might make then he should also take to task members of his own party for making statements which are far more serious than any that are ever made by members on this side of the House.

Mr. Jamieson: What year was that?

Mr. Bovell: The year Hubert Opperman got in.

Mr. Jamieson: No it was not; that is where you are wrong!

Mr. GRAYDEN: I mention these facts only because of the comments made by the Deputy Leader of the Opposition in his speech prior to the tea suspension; and I took rather strong exception to them. I only wish I had a little more time to get more facts in respect of these things.

Mr. Bickerton: You want a few facts.

Mr. GRAYDEN: Before I touch on a matter which is of vital importance to South Perth, I would like to refer to what I consider a serious omission from His Excellency's Speech. Part of His Excellency's Speech reads as follows:—

We look back with pride on the successful staging of the VIIIth British Empire and Commonwealth Games in Perth, and we extend our congratulations to all those who worked so hard to achieve this result.

I agree entirely with those sentiments, but I do regret that no reference was made to the 1st British Empire and Commonwealth Paraplegic Games, held in Perth last November. These were most important games, and I think I should make some brief comments on them to impress upon members how important they were, and to highlight the fact that reference to them was omitted from His Excellency's Speech.

Mr. Oldfield: Are you going to move an amendment to it?

Mr. GRAYDEN: I have a little volume here which is entitled *The Cord* and from which I would like to quote. The relevant passage reads as follows:—

This issue of *The Cord* has been devoted entirely to the First British Commonwealth Paraplegic Games held in Perth, Western Australia, last November. These Games have become an epic in the history of the sports movement of the paralysed, and I think it would be well to reflect for a moment and analyze the experience gained. The reader will find many interesting aspects of the Games in the following

pages, but a few points crystallizing the experience gained deserve special mention in this foreword.

In the first place, the whole experiment has proved that the fully rehabilitated paraplegic can tolerate the strain of long distance travel by air equally as well as the able-bodied. He can adjust himself to stand the change of climate and food without any significant effects.

The most outstanding experience from the sporting point of view was that, in contrast to the able-bodied sportsmen who came to their own Commonwealth Games with sufficient time in hand for preparatory training and adjustment, the paraplegics had to embark on their own sporting activities the day following their arrival. Yet, the standard of the performances of the British visiting teams, who had travelled by far the greatest distance, was not significantly lower than that of the home team; in fact, as regards the total number of medals won, the English team did the best.

There can be no doubt that these Games had a tremendous educational effect on the public as a whole in Perth, who, by their own enthusiastic acceptance of the paraplegics as sportsmen and sportswomen, showed a fine understanding of the significance of sport for their paralysed fellow men. Furthermore, these Games were another stimulus to paraplegics all over the world to recognize the importance of sport for their re-integration into society.

I think that will serve to indicate that this was a most important event and I feel it is a great pity that some reference to it was not made in His Excellency's Speech.

I would now like to touch on one very large issue which affects the people of South Perth. I refer to the rather chaotic conditions which obtain in respect of the flats in South Perth at the present time. We have an excellent council in South Perth, which has done a great deal of work over the last few years; indeed, the council is to a large extent responsible for the remarkable development which has taken place in South Perth over the years. Far be it from me, in those circumstances, to criticise the council; and I hasten to say that I am not doing so in any way.

The situation that has arisen in that area is something that has developed over a period of time, and is something for which the council is in no way responsible. In South Perth we have what is known as the No. 1 town planning scheme. It embraces the portion of South Perth immediately opposite Perth, and continues around to Mill Point, taking in some of the land facing Melville Waters.

In town planning scheme No. 1 area it is possible to build flats, and in some parts even multi-storey flats. The scheme has received the approval of the ratepayers of South Perth, and operates at present. No-one quarrels with the position which obtains in respect of the building of flats in that area, and the ratepayers have accepted it. In the rest of the City of South Perth it is also possible to build flats, but only up to three storeys. This situation has existed over the last 20 years or more.

Recently a start was made by the South Perth City Council, in conjunction with the Town Planning Department, to introduce town planning scheme No. 2. Apparently news of the introduction of this plan leaked out, and as a consequence the city council became inundated with a flood of applications for permits to build flats. In my view it seems that many of the people who made application recently did so to beat the gun; to overcome the situation which will probably apply under town planning scheme No. 2. The first town planning scheme covers a large area of South Perth in which flats can be built. It is most undesirable to approve the building of flats in the areas covered by the second plan until that plan becomes law.

The South Perth City Council became alarmed at the flood of applications for permits to build flats, so it declared a plot ratio in accordance with the Uniform General Building By-Laws. I refer to by-law No. 35 (3) on page 16 which reads as follows:—

Subject to the approval of the Minister, the municipality may declare plot ratios and site coverage not exceeding those set out in the following table, and in the case of single person flats, shall declare densities not exceeding 120 per acre.

The first part of that by-law is the important part.

Believing that these Uniform General Building By-laws were valid—that they were validly introduced under the powers conferred on the Governor by the Local Government Act—the South Perth City Council declared a plot ratio. In doing that it was not unique, because I understand the Subiaco and Claremont Shire Councils have also declared plot ratios.

Later, some people who were concerned with the prospect of flats being erected near their houses obtained legal advice as to the validity of the by-law I referred to, and they were advised it was null and void. Subsequently, I understand, the South Perth City Council obtained legal advice, and that advice also indicated the by-law was null and void. Notwithstanding that, the Minister approved the declaration made by the South Perth City Council. Apparently an opinion from the Crown Law Department was obtained at

a later stage, and again the advice was that this particular part of the by-law was null and void. The Minister then revoked his approval.

Had that been a valid by-law, South Perth would have had a plot ratio declared, in accordance with the wishes of the city council, some weeks ago. The city council would not then have had power to approve of the applications received prior to the declaration on plot ratios. Had that by-law been valid, the residents of South Perth who are affected by town planning scheme No. 2 would not now be facing the threat of having huge blocks of flats erected next to their homes. Once the declaration was made, and approved by the Minister and gazetted, the South Perth City Council would not have had power to approve the applications submitted.

Mr. Jamieson: It took a year before the by-laws were gazetted.

Mr. GRAYDEN: The city council had to declare a plot ratio, and that had to receive the consent of the Governor and be gazetted. The legal position in all probability is that the declaration became law immediately after the Minister's approval, had that by-law been valid. That situation existed in South Perth some weeks ago. As a result of legal advice given by the Crown Law Department, the Minister withdrew his approval. Now, Claremont, Subiaco, and South Perth have to fall back on the plot ratios which operated prior to the introduction of the Uniform General Building By-Laws.

To overcome the position the South Perth City Council, on the advice of the Minister, took a course open to it under the Local Government Act; it is in the process of introducing a by-law to declare a plot ratio. That is a valid step. When that by-law has been approved it has to be advertised for three weeks; it has to receive the approval of the Governor and be gazetted. Subsequently it has to be laid on the Table of the both Houses.

Mr. D. G. MAY: All that takes approximately 45 weeks.

Mr. GRAYDEN: The South Perth City Council is in the process of introducing a by-law to declare a plot ratio. I understand that some members of the council are prepared to grant approval to applications submitted prior to the declaration of the plot ratio, and to refuse all applications made after that declaration.

I suggest that this is going to be a most iniquitous thing because it means that all those people in South Perth who submitted applications prior to the declaration of a plot ratio; and all those people in South Perth who had prior information that a No. 2 planning scheme was proposed, and submitted applications are going to have their applications approved,

while all these people who applied afterwards are going to have their applications refused.

Lots of people who want to build flats will be unable to do so, but other people will be able to erect them. In some cases, unsightly structures will be erected next door to the homes of unsuccessful applicants simply and solely because there was a flaw in the Uniform General Building By-laws: I believe this: In view of the fact that the council did declare a plot ratio, and in view of the fact that everybody was under the impression that these building by-laws were valid in every respect; that, in those circumstances, none of the applications which have been made for permits to build flats in the other area to which I have referred should be approved until such time as the local authority has introduced its by-law and that by-law has been gazetted. I think that is the fairest way because it will mean that applications which are subsequently approved will have to conform to the new by-law.

Today I asked a number of questions in the House, not really because I wanted the answers, but because I wanted to make it obvious to the people affected in South Perth that this position does obtain. I first asked—

- (1) Is there any provision in the Local Government Act or in any other Act or in the Uniform General Building By-laws which requires a local authority to consider an application for a permit to build within a specified time?

The answer I received was as follows:—

No; but it is expected that local authorities should deal with applications as expeditiously as possible.

At this point I would like to say that my intention was to highlight the position and to make it known to councils who will subsequently have to consider this question that they will be within their rights if they defer applications, virtually indefinitely, provided they had good reasons for doing so. There is nothing in the Local Government Act, in any other Act, or in the Uniform General Building By-laws which makes it obligatory upon a council to consider an application for a permit to build within a specified time.

In other words, the South Perth City Council is perfectly within its rights in not granting any more applications until such time as its new by-law goes through. When the new by-law goes through the council will not be able—as it will not have power—to approve of these applications unless they conform to the new by-law. To clarify that position, I asked this question—

- (2) After the introduction by a local authority of a by-law relating to building, has such an authority

power to approve applications for permits to build lodged prior to the introduction of the by-law without requiring such application to conform to the new by-law?

The answer was as follows:—

After the decision of a council to introduce a by-law, but prior to actual gazettal, the council is empowered to approve of permits on the existing law. Once the by-law has been published in the *Government Gazette*, however, the council has no legal power to grant permits on the old conditions.

That means the South Perth City Council can defer the applications it has already received until such time as the new by-law is introduced; and then the people who have lodged these applications will have to alter their plans and specifications and drawings in order that their applications will conform to the new by-law.

I may be wrong in this, but I understand the South Perth City Council has been inundated with some 46 applications for permits to build flats. In other words, we would have these flats being put up higgledy-piggledy all over South Perth. In view of the fact that none of these permits could now be granted had this particular clause in the Uniform General Building By-laws been valid, they should not be approved.

The SPEAKER (Mr. Hearman): The honourable member has five more minutes.

Mr. GRAYDEN: In fairness to the people of South Perth generally; in fairness to those who have not heard of the No. 2 town planning scheme, and therefore have not submitted applications for permits to build; and in fairness to those people who will have these unsightly structures erected alongside their homes, the South Perth City Council should in the way I have indicated, decline to issue permits to build until such time as the new by-law comes into force, or until the No. 2 town planning scheme comes into effect.

I understand the Town Planning Department was wholeheartedly in favour of the No. 1 town planning scheme, which permits the building of multi-storeyed flats, and even the building of tower flats; but it is against the building of flats in many areas covered by scheme No. 2. There is one particular application that comes to my mind. Someone has recently bought a three-quarter-acre block on the high ground overlooking the South Perth golf links with the intention of building a huge block of flats on the site. Imagine the effect this will have on this magnificent residential area where people have spent up to £30,000 or £40,000, on their homes. These figures may be wrong; but the people have spent a large amount on their homes. Now someone has put in an application to build a huge block of flats in that area.

In such circumstances, I think the council and those associated with this matter have some obligation to the residents. I think that flats should be confined to areas where they cause the least possible dislocation in the lives of the people in the district. If the council does approve of some of these applications which have already been submitted, it should certainly decline to approve of a permit to build in this particular position. I also believe it should decline to allow flats to be erected on access roads to the Freeway. I refer particularly to South Terrace, between Labouchere Road and the Freeway. An application has been lodged to build flats in that particular area; and as it is an access road to the Freeway, I think it would cause a traffic hazard if a permit were granted at this stage.

There were many other aspects I wanted to mention in respect of these flats. I desired to quote from the Local Government Act, and from the Uniform General Building By-laws, but obviously I will not have time to do that. However, I did want to bring this matter up because I believe it is something the people in South Perth should know about—and up to now they have not been given that opportunity. I think it is a position of which the residents of Subiaco and Claremont should know, provided what I have said does pertain to those two districts. I understand it does. I believe both of those districts have declared plot ratios under the Uniform General Building By-laws when, as a matter of fact, that particular section of the by-laws is null and void.

I would also say that because it is to a large extent the fault of the Government that this particular section was inserted in the Uniform General Building By-laws, the Government, or the Minister for Local Government particularly, should explore every possible method to see whether the position can be rectified.

In conclusion, I would once again say that anything I have said is not intended to be a reflection on the South Perth City Council or any councillors. I believe that on this question they have been placed in a most difficult position and are looking for a lead from the Minister.

MR. KELLY (Merredin-Yilgarn) [9.6 p.m.]: Several days ago when the cancellation of certain reserves was being discussed, the subject of car parks in the vicinity of Parliament House was raised. I think the time is ripe to present a few thoughts on the subject of the car parks and the need for something to be done in the matter.

The ground adjacent to Parliament House is exceptionally suitable terrain in which to install an underground car park. This system has been adopted the world over; and, as a matter of fact, some of the very big cities overseas have, more

particularly in recent years, adopted the underground car park system to great advantage.

I have in mind the transformation that occurred, because of the installation of an underground car park, in Union Square in San Francisco. The same system could easily be adopted in this city, particularly where the terrain is high enough to ensure that the car park is above water level upon the completion of the excavation and underground work.

Union Square comprises an area of about four acres, originally having been a recreation reserve, containing the usual pines with plenty of pigeons, a few monuments, and a substantial section of garden. Because of the build-up in vehicular transport in that city and because parking space had become very limited, the authorities in San Francisco decided they must adopt some other form of car park in order to relieve the very congested position existing.

Consequently a decision was made to remove everything on that square to convert it to an underground car park. Of course, as soon as that was decided there was an uproar, various bodies entering the controversy. Condemnation was so rife at the time that I understand the authorities had second thoughts in the matter in order to contemplate whether they were making what was termed at the time a grave error.

However, good sense prevailed and the development of an underground parking area continued. Eventually four or five tiers underground were built and the whole of it was surfaced with a thick layer of concrete. This underground park accommodates in the vicinity of 12,000 cars, having four entrances, because access is gained by driving in from the road level. I can assure the Minister for Works, if he has not seen this car park that it is certainly a very worth-while system, and particularly in a capital city such as our own where there is very limited space available for car parks of any kind.

In contradistinction to the unsightly car park erected in Perth some height above road level, the underground system has a tremendous appeal. There is no doubt in my mind that in the area immediately adjacent to Parliament House—and indeed several other areas within the mile square of Perth—this system could be adopted to great advantage and is worth a lot of consideration before any move is made to relieve what will become a very difficult car parking problem when the Hale School site is built on.

Now is the time to plan for a car park of that kind because it would make the planning very much easier if it were undertaken before too many structures are erected on the land. Not, of course, that buildings are any real problem, because we know from experience that

underground railways and many other forms of underground work have been carried on under capital cities where the population is in the vicinity of 10,000,000 people, as is the case in New York. Although the land is built out it is still possible to do this type of work. However, at present it does appear that the undertaking could be very economically tackled and would have a very far-reaching effect upon the future layout of the City of Perth.

The next matter I desire to touch on is the school bus system as we know it in Western Australia. I am sorry the Minister for Education is not in the House tonight; but of course his officers will be able to examine what is said, and if it contains merit it will be brought to the attention of the Minister. Therefore, although he is not here I will submit my suggestions.

At the outset I would point out that the comments I have to make are not made with the intention of casting any reflection on any officer of the Education Department; because, after all, each and every man has his job to do and he does it in the way he knows best. However, I feel that my comments could be regarded in the category of being overdue.

Looking back over a period of years we must realise that the school bus system is something like Topsy. It has grown and developed from a mere nothing to the very big undertaking it is today. It could be claimed that it has developed into a very important educational factor. It is an integral part of the education system in all country areas. Without it the question of providing education in country areas would be more difficult than it is at present. It is recognised by everybody as being a service providing great assistance, and it is very much appreciated.

The school bus system has expanded a great deal, and the financial figures are amazing. For several years we have been spending in the vicinity of £1,000,000, or a little more, on providing a school bus system throughout Western Australia. In recent times there have been a number of articles on the subject in the Press. There has been cause for quite a lot of concern in the Coogee area. From all over Western Australia we have heard instances of how the school bus system does not suit many people. In many instances the present system has undergone only very minor changes despite increases in population. In some cases it has been very difficult to adjust the system to suit the requirements of people.

It could be said that succeeding Governments have been fully aware of the importance of school buses. We must face up to the fact that the system is undoubtedly big business. It is big business

even to the Minister for Industrial Development. Surely the Minister would regard an industry having an expenditure of over £1,000,000 per year as being something worth while. Yet this system, on which we are spending so much money, has developed in a haphazard fashion.

Departmental officers have done their best to meet various requirements in the light of changing circumstances. Development is taking place at such a rapid pace that the system has now become a major transport concern, and it now requires capable and experienced management. We cannot imagine any industry being set up in Western Australia, and having an expenditure of £1,000,000 each year, which did not have capable and experienced management. But we have heard rumblings from a number of people who are not satisfied, and repeated requests for alterations to the system have fallen on deaf ears. The excuse has been that expenditure has reached the point where Governments—and the same thing occurred when the previous Government was in office—are not prepared to spend any more on the system than they have to.

Country areas are developing and more people are moving into those areas. Over the last few years there have been many more requests for extensions to the school bus system than have been granted. We have been told in the past that £1,000,000 was the most that Governments proposed spending on the system. I think the stage has been reached where that view should be scrapped if we are to keep pace with the requirements of country areas.

We have reached the stage where wise planning, modern vehicles, and carefully laid out routes must be the keynote of the school bus system if the maximum is to be achieved on an expenditure of £1,000,000. A review of the whole system has become an urgent necessity. New ideas, replanning of routes, and the paring of dead wood are necessary.

Nobody is to blame for the present inadequacies. I think they have gradually developed, and too little attention has been given to the economics of the situation. We must have expert advice in the use of that £1,000,000. We should not continue to spend £1,000,000 haphazardly on such a system without knowing that it is being operated to the best possible advantage. If an inquiry were held it might be found difficult to carry on the system in a revised form. We should know definitely whether the present system, which has grown so rapidly over the past few years without any very definite Government control, is adequate and whether the money being spent on it is being spent judiciously.

The school bus system is not only big business, but it is also big transport business. There are a number of departments,

directly under the control of a Minister, that spend only a third of what is spent on the school bus system.

It is time that this system was entirely divorced from the Education Department, because only by this happening can it develop to the extent that the spending of £1,000,000 is justified. I speak with some experience because of my contact with many bus systems in various parts of my electorate. There have been disturbances from time to time, and irate parents have submitted ultimatums. There have been expressions of disagreement from parents concerning the school bus set-up. The department is continually having to send some of its officers into these areas in order to quell disturbances that are taking place. These officers endeavour to make the bus system suitable to all. I think that a review could quite easily bring about a much better position in regard to equality of service to both the parents and children alike.

There seems to be a tendency to believe it is of paramount importance that a service has been established and is passing a number of homes. Very frequently a route may pass, say, nine or 10 families, the maximum being about two children in any home; yet because that particular route has got to the point of covering its full allowable maximum distance of travel, nothing else can be done to include other children. Of course, that very frequently throws great hardship on some parents. Latecomers could arrive in a district and find themselves several miles away from an existing route because the route is at its maximum and they are unable to receive any assistance whatever from the department.

Naturally, the department has a budget to work within and says it cannot expand beyond that budget. The mileage cannot be increased because there is a set figure and a set mileage that is regarded as being the maximum. I often ask, and have been asked many times, the question: Who set down this maximum? On what basis was it originally decided that the maximum—I think it is about 48 miles—should be the mileage that a child should cover in a round trip? Since it is very difficult to find out why that should be the position, why could it not be, for argument's sake, 40 miles, or 50 or 60 miles? There does not seem to be any governing factor that would determine that that particular mileage of 48—if that be the mileage—should be the maximum. Quite frequently, because it is regarded as a maximum, many children are receiving what is very closely approaching a raw deal.

This position has developed because of the circumstances that prevail and the regulations that govern travel of this nature. We frequently find that applications for an extension or a spur line are

the subject of a lot of correspondence between members of a community and the department. They visit their members of Parliament in an endeavour to get an extension of the service to embrace their own children. Time and time again they are refused on some of the grounds I have stated.

I am sorry that the Minister is not present as I am going to quote a case that I have had in mind for some time, and this case will illustrate very clearly the point I have endeavoured to make during the past few moments. Unless we do something to alter the present system of what are known in country areas as the school bus advisory committees, these committees will lose interest because they are almost always unable to get alterations to existing routes.

The particular route I have in mind is one that centres in Merredin and embraces Tandagin and Collgar. Before this case came to my notice the advisory committee had taken up with the Education Department the position of a particular family on the route. It is an old-established route and one that has not been altered for some considerable time. The reply the advisory committee received from the Education Department—from the Chief Administrative Officer—was to the effect that with reference to a recent application regarding a spur for the Trunfio children, as the litho measurement showed only two miles and not three miles as stated, and since the route was already over the desired maximum length it was regretted the application could not be approved.

At that stage the committee called me into the discussion and asked if it would be possible for me to do something on its behalf because it felt the Minister did not fully appreciate the existing position. I took the matter up with the Minister on behalf of this advisory committee and the family concerned. In due course I received a reply from the Minister as follows:—

I refer to your letter of the 1st May in which you ask for a reconsideration of the Education Department's decision not to grant an extension of the school bus service so as to convenience the Trunfio family on the Merredin-Tandagin-Collgar route.

The decision was made because the existing terminal service was already 40½ miles long against the desired maximum of 38 miles.

Apparently the maximum is lower than I thought. The letter continues—

To have granted the desired spur would have added at least four miles (2 miles each way), thus making the journey 6½ miles overlength. This would mean that the service would have to commence at 7.10 a.m. instead

of 7.25 a.m. as at present. As the child first on is always last off it was held that it would be unfair to add to the length of an already over-length run.

However, I note that in the penultimate paragraph of your letter you felt certain that some adjustment of the route could be made in order to more equitably distribute the existing burdensome features. In order that every possibility of helping the Trunfio family can be explored, I am having the proposal re-examined by the local School Bus Advisory Committee.

Meanwhile, you may care to write to me or the Bus Committee with any practical suggestions you might have to overcome the difficulties.

Of course it is obvious that I, as their representative, took the suggested step and forwarded a copy of the letter to the advisory committee and asked it to review the position. The committee, of course, did not feel that it was its job to review the position because in all probability it would mean that somebody who has been in receipt of an excellent service over a period of years, and who perhaps at the commencement of the service had three or four children but might now have only one, and quite likely at the extreme end of the line, would have to bring that child one or two miles to the bus route.

Naturally, the members of a committee living within an area would not want to make a decision that would deprive anybody of the benefits of having their child picked up at the door. I think that is quite understandable; and this committee was loth to make any alteration whatever. It sent a letter back to the Minister and also told me that it had no suggestion to make; that it was up to the department.

I finally got another letter from the Minister in which he reiterated the previous advice I had received. He said he was appreciative of the problem and would be happy to help them if some way could be found to do so. The way to do it is to extend the route 6½ miles. There are children who are travelling 40 miles and it would not matter if they travelled 46 miles. Why is there a set figure?

I think it could be proved medically that it would not be any strain on the children if they had to travel a little further. They are coming daily into Merredin from a number of different directions and they are arriving there as fit and ready to play as the children who are actually living within the town boundary and who have to travel only about a quarter of a mile to school. They have just as much energy and they are just as eager to get home at night as the children living in the town. Yet we are told that

we cannot have this little bit of an extension because it contravenes the policy of the department.

I am not happy that the policy is the correct one. I think we should review the position and we should pay a little more attention than has been done in the past to a department that is spending £1,000,000 per annum on one little section. I believe it wants correct management; it wants somebody expert in transport matters; and it wants somebody who is entirely divorced from education to plan the routes to the best advantage.

Mr. Nalder: You are changing your views from what they were when you were in Government.

Mr. KELLY: I am not changing my views at all.

Mr. Nalder: Then you do not know anything about it.

Mr. KELLY: I have never expressed these views before.

Mr. Nalder: You were a member of the Government that cut school bus routes. Spur lines were cut.

Mr. KELLY: We were endeavouring to bring about a more equitable service irrespective of whether it slightly inconvenienced one family or not.

Mr. Nalder: Many families were inconvenienced.

Mr. KELLY: The fundamental point is that you, as Deputy Premier, through the Education Department and the Minister for Education, are condoning this method of carrying on the department.

Mr. Nalder: There is less criticism about school buses than there has ever been.

Mr. KELLY: I am not talking about that. If the Minister had been in his seat when I first began to speak he would realise that I prefaced my remarks by saying that over the last few years we have spent over £1,000,000—

Mr. Nalder: We know that.

Mr. KELLY: When we went out of office we were spending just under £1,000,000 and I am perfectly cognisant of the facts in my statement at the beginning. Therefore the Minister is not putting anything over in baiting me. If he believes that this policy is the correct one then he is not the man I thought he was.

Mr. Nalder: It is a far better one than the one you had.

Mr. KELLY: I do not think it is, because it is the same policy except that a few more pounds are being spent.

The SPEAKER (Mr. Hearman): Order! The honourable member must address the Chair.

Mr. KELLY: Thank you, Mr. Speaker. This family, Mr. Speaker, has seven children and only a few more miles would need to be travelled by the bus to cater for it. The distance involved for the whole route is some 47 or 48 miles, and I know that some school buses travel over longer distances than that. These people are latecomers in the area; although they have been there for several years they are not an old-established family in the district. They have seven children and four of them are of school age.

Very shortly the family will consist of eight children, and a considerable hardship is being imposed on the mother because she has to take the children to the bus every morning and bring them home every afternoon. Admittedly it is only a short distance—about 2½ miles twice daily—but the fact remains that the lady of the house has to do it because the husband is employed elsewhere.

They have a very old vehicle and they are endeavouring to make their way in the district. Yet the Education Department says, "No dice." It is not prepared to help under any circumstances. The family has been practically marooned for the past five or six weeks, and only in recent days has the area in which they live dried out. Prior to that it was in a very boggy condition and the children had to walk through water and mud for some distance to get on to the road and walk the 2½ miles to the bus. This situation could have been completely rectified had the Government, or the Education Department, agreed to this small extension of the bus route. The shire council gave its unqualified assurance that the road would be completed to the gate of the property where the Trunfios lived, and that would have enabled the bus to go in to pick the children up and get them to school with dry feet.

It is regrettable that this state of affairs should have to continue—and there are dozens and dozens of other cases of a similar nature—simply because the department will not revise its ideas. I do not say that a great deal of shaking up is needed, and I do not know to what extent improvements could be made. But they could have a far-reaching effect, and it could mean that the finance that is available could go very much further. There are many avenues which could be explored, and some improvements could have a lasting effect and bring about better results from what has become a major section of a major department.

This department is spending one-eighth of its revenue on a bus system, and there is not a qualified man in the section. The officers have grown up in the department, and I am not criticising them because, naturally, an educationist is not a transport expert. This is a golden opportunity for the Government to make up its mind

that an improvement can be effected. In all probability it could be effected without an increased amount of capital being provided, and probably it could be made to serve many more people than it does at the present time.

I am not satisfied that the method adopted in the granting of contracts is the right one. There is no basis for the granting of contracts. The position simply is that tenders are called, and we do not know anything about the tenders. We do not know what happens in connection with them. Eventually somebody gets a bus contract and, in many instances, local authorities have seven, eight, and nine buses running; and they are getting a very fine return for their outlay on this type of transport. But I do not think it is right that local authorities should be making an excessive profit out of the Education Department. We are always short of money for education, so why allow it to be frittered away—£1,000,000 on one section of the department? There should be experienced supervision and a proper means of controlling the funds that are passing through the department.

I hope that the Deputy Premier will give some consideration to what I have said. It is not being said in a mean or nasty manner, and I am bringing it forward because I really believe there is a better solution than the one we have to the problem. I think the time is ripe for us to take some action in the matter.

Mr. Nalder: We will see that your comments are sent on to the Minister.

Mr. KELLY: Another matter in connection with the Education Department to which I would like to draw attention is in regard to housing. I must register an emphatic protest, not in regard to the general housing of teachers, because I understand that some thought is being given to that aspect—and goodness knows it is long overdue, irrespective of whether it is the fault of the present Government or its predecessor—but in respect of the Burracoppin school-teacher accommodation. The housing of teachers has been a disgrace for a long time, but in this instance I wish to speak of the housing of the teacher at Burracoppin.

A former Minister for Education, who is now in another position in the Government's employ, promised that this building would be replaced with one suitable to the local conditions. I do not know whether any Ministers of the present Government have visited the schoolhouse at Burracoppin, but it is situated in very low-lying country where the question of drainage has been a major problem and where, for quite a considerable period of the year, the water is lapping the building, because the building is only a few inches above the natural level of the

ground. As the former Minister for Education recognised that the building was unsatisfactory, and because of the difficulty in getting teachers to remain there, it was decided to build on another site away from this flooded area. Under normal conditions the site is bad, but when it floods, the position becomes impossible.

The only explanation I can get why the matter is not receiving urgent attention is that the policy relating to teachers' quarters is likely to be changed in the near future, and until a decision is made these isolated instances cannot be dealt with. I appeal to the Deputy Premier to consult with the Minister for Education with a view to urgent action being taken to build new teachers' quarters at Burracoppin; because, as I have said, it is difficult to keep teachers at this centre, and unless decent quarters can be provided for them efforts in this direction will be of no avail.

It has been stated in regard to the replacement of this cottage that the task of effecting efficient drainage is almost insuperable. The previous Government had decided to carry out this work so there is no reason why it should not be done. All the particulars are on the file, and the old set-up is well known to the department. Therefore, it is high time that some action was taken.

Mr. Nalder: Is it a one-teacher school?

Mr. KELLY: No; it is a two-teacher school. The next matter is one that I must bring to the notice of the Minister for Lands. Over a period, we have endeavoured to make some progress on the release of Crown land in south Yilgarn. I have asked several questions on this subject, not only of the Minister for Lands, but also of the Minister for Railways. In addition, I have made inquiries of the Minister for Mines, because all three of these Ministers are concerned in this matter in some way or other.

About two years ago the Minister for Lands was in Southern Cross, and he met a number of people. Being a friendly type of person he promised them that there would be certain activity in regard to the release of Crown land. I do not believe that the Minister told those people that this could be achieved within five minutes. Nevertheless, he was most enthusiastic because many of those who discussed the matter with him became very optimistic about the release of this land. They almost felt that they were in the position of being able to go on to that land, and if they had been able to buy machinery at the time they would have settled on it immediately.

Mr. Nalder: Do you support that proposal?

Mr. KELLY: I definitely do. There is a huge tract of this land south of the railway line. For the purpose of this present talk, it extends as far as Karalee. It does go even further than that point, but at this stage I need talk only of the land that extends as far as Karalee. In the main, it is fit only for grazing, but in isolated spots of not more than 1,000 or 2,000 acres, it is suitable for cropping and rural use generally. At the present time there is a large area of that land unalienated. In the true sense of the word it is not even auriferous country. Over the past 50 years we have had goldmining activity at Yellowdine, Marvel Loch, Parker's Range, and a few other odd centres. There have not been any major goldfields other than at Marvel Loch, and to a lesser degree, Nevoria, Burbridge, and Parker's Range.

Mr. Bovell: There are still large mine reserves there.

Mr. KELLY: Yes, and that is the point I wish to discuss.

Mr. Bovell: And you are quite aware of that due to your previous capacity as Minister for Mines.

Mr. KELLY: Yes; I am well aware of that.

Mr. Bovell: You have been both Minister for Mines and Minister for Lands.

Mr. KELLY: I am fully aware that I have held the portfolios of both the Minister for Mines and the Minister for Lands, and I would point out that I have had many heated exchanges with the Government Geologist on this matter; and on many occasions I acted contrary to his recommendations by granting land in this area in view of the fact that it was well away from any auriferous country, and because all the geological data tended to show that there was little value in it other than for grazing activity.

However, the point we seem to have reached on the release of this Crown land in the south Yilgarn area is that, for a number of reasons, a decision is in abeyance at the moment. I am sure the Minister realises that the questions I asked were designed to obtain the information I desired so that I could either forget the matter or I could correlate all the differences of opinion and so help these people who are keen to develop the land which is situated in this area. In spite of this, I do not seem to be making any progress.

On the 25th October, 1962, the Minister advised me that a survey was being made but it had not been completed; that they had not reached the classification, but the matter was proceeding. I believe it is, but it is not proceeding fast enough because of the extenuating circumstances that have arisen in the interim between the time the Minister visited the area and now. I know that frequently it is claimed that people are impatient when it comes to a

consideration of these matters, and the moment they get the idea that some Crown land is to be thrown open they are itching to get at it. However, that is not the position in this area because many people have written to me asking me to follow up this matter, and these include nine or ten of the younger generation who have been raised on farms in the area, but who do not have any land of their own to carry on with farming operations. Their parents own 1,000 or 2,000 acres. As everyone knows at least that many acres are necessary to farm with any degree of success, and the parents of these young people are not able to assist them beyond the age when they become a little independent.

There are a number of such families residing in that area. Whilst on this point I would make known to the Deputy Premier that this district is in a transitional stage. Whereas previously a considerable number of mining ventures were carried on in this district, gradually it is turning into a rural area, and a very successful one, too. Therefore, the release of this land is most urgent in order to satisfy the deep desire of these people to get on with the job of developing it.

Mr. Bovell: During my visit there I was greatly impressed and that is why I promised to give some attention to the matter.

Mr. KELLY: I should think so. We must realise today, and the records will show, that there has been an alteration in the seasons. Some of this land we want thrown open has, in the past 15 years, had anything from a 12 in. to 14 in. rainfall. We have a tremendous area of that land which is very good land particularly as it relates to grazing. Odd pieces of it would also be good as farm land.

Accordingly there would be no question of an experiment. There are farms all over the place that are doing well, and conducting their business on very sound lines. They are growing wool of a quality that is equal to anything in this State, and they are topping the prices for premium wheat. All these conditions exist; so there is no question of an experiment in bringing about what I am asking. But there seems to be some obstacle all the time. Perhaps it will explain the position better if I read some of the answers that were given to questions which I have asked from time to time. Some of the answers comprise just a single "No," which I don't appreciate very much.

Mr. Nalder: But you have given such answers yourself.

Mr. KELLY: The Minister is probably quite right. The question I asked the Minister for Lands on the 25th October, 1962, reads as follows:—

Is it the intention of the Government to offer a considerable area of Crown Land for selection situate east and south-east of Nevoria?

I also asked what classification this land came under. The answer I received was as follows:—

- (3) (a) Geological advice concerning this area is that the land is potentially auriferous and promising for mining, and should be retained for this purpose. However, negotiations with the Mines Department are currently proceeding with a view to the release of certain areas for agricultural development.
- (5) Any area released for agricultural development will be subdivided to provide what are considered to be economic farm units.

I might add that the present system is that they do not classify the land as first, second, or third class. Under the present agricultural development with trace elements, etc., they classify their subdivisions into areas which are considered economic units.

The point is that we have Yellowdine and Nevoria 20-odd miles apart. There was a limited amount of gold recovered at Yellowdine; and there was only the one hole. Apart from this there was only a bit of auriferous stuff. The country has been combed for a long time. The same applies to Nevoria. But the intervening area has not had a single hole put down at all.

I think the Mines Department should take a more factual view of this land with a view to releasing it for agriculture, because it would serve a very good purpose. At the present time it serves no purpose at all. Accordingly the whole of the delay was brought about because the Mines Department could not make up its mind.

It had convinced the Minister that it was potentially auriferous country and promising for mining purposes. Mining men on the other hand would laugh at anybody who suggested that they could do anything with that country. It is not mining country at all. Yet we find that the Mines Department has a blanket reserve which embraces the country from well beyond Karalee, and well beyond the south of it into the farming area.

Mr. Bovell: That is so; and unless it is released from the Mining Act, the Land Act cannot operate.

Mr. KELLY: That is where it becomes Government policy, if we are to get anywhere. If the category is not changed, then it will remain as waste land. The various replies I received are inter-knitted, but they show a distinct inclination to pass the buck. The one who has the least to say about the release of this land is the Minister for Lands; and this only because of our legislation as it stands at the moment.

The **SPEAKER** (Mr. Hearman): The honourable member has another five minutes.

Mr. **KELLY**: Surely not, Mr. Speaker!

The **SPEAKER** (Mr. Hearman): The honourable member can have less if he wishes!

Mr. **KELLY**: I think the situation has been reached when the Government as such must review the position. I asked the Minister two questions at the commencement of the session. They were couched in similar terms to those of previous years. I thought that since 12 months had gone by the department must have resolved the auriferous difficulty and we must be in the position where the land was ready for release. My questions brought a reply that examination was in progress but not yet completed.

We are getting nowhere in this matter. Since it was raised, we have had two years without any progress having been made. It is possible that the Minister feels frustrated because he cannot go on with what he wants to do. That is where the fault lies.

Mr. **Bovell**: It is less than two years; barely 18 months.

Mr. **KELLY**: It was before the last election.

Mr. **Bovell**: No.

Mr. **KELLY**: It was before the last Legislative Assembly election. Be that as it may, it does not alter the fact that we have reached a deadlock. On the 7th August I asked when this land would be made available for selection and the reply I received was—

This will depend upon the result of the examination being carried out. However, some blocks have been designed south of the Goldfields Railway between Ghooli and Yellowdine but advertising of these locations for general selection has been withheld at the request of the Railways Department, pending a decision as to any deviation of the railway that may be required.

At the commencement of my remarks I linked the Minister for Industrial Development, as Minister for Railways, with the Minister for Mines. It has been shown very clearly that now, after 12 months, the Minister for Railways cannot make up his mind what land he requires for the new line that is to go through. In reply to questions I asked he told me certain things that did not help the position at all. So although this land is there, we strike a second, and now a third, reason why something cannot be done. I think the Government should get together as a Government and make a determination on this matter. A review must be made of

what we regard as auriferous country, because we will be seriously outdated if it is not done. The position would become intolerable if the land in question were to remain idle.

A little over 12 months ago I put a case to this House and finally to Digby Leach for the building of a road. The reason it was put to the Minister for Works was that the road was going to pass through suitable country for exploitation as a grazing area. That was one of the reasons we got the road. So it is quite ridiculous if this land is to be definitely tied up, because in the meantime we have a number of people who have been thrown out of the mining industry and forced to leave the homes they had made for themselves.

This township has been in existence for several years, but it is struggling to keep going. As a result a lot of these people will be faced with the difficulty of having to go somewhere else; that is, unless they get a quick decision on land which is lying idle and which is serving no useful purpose; but which could, by co-ordination between the various authorities, be thrown open at an early date. I regret my time is up, because there are several other matters I wish to put before the Ministers, but they can be left over until another occasion.

Debate adjourned, on motion by Mr. D. G. May.

House adjourned at 10.5 p.m.

Legislative Council

Thursday, the 15th August, 1963

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