

Legislative Council

Wednesday, the 12th April, 1978

The PRESIDENT (the Hon. Clive Griffiths) took the Chair at 4.30 p.m., and read prayers.

MEMBERS OF PARLIAMENT

Standard of Dress: President's Ruling

THE PRESIDENT (the Hon. Clive Griffiths): A couple of days ago I indicated to members that, as a result of a ruling I gave earlier in respect of the wearing of safari jackets in the Chamber, some members had taken licence under it and that unless they refrained from doing so I would revoke that decision. I advise members that henceforth that approval is revoked, and unless the House directs me to do otherwise the decision previously adopted by this House will stand; that is, that all members must wear collars and ties as well as coats in the House.

THE HON. R. F. CLAUGHTON: Further to your remarks, would you please indicate the Standing Order or resolution which refers to coats and ties?

The PRESIDENT: I refer members to the resolution passed by this House on Tuesday, the 27th March, 1973, which reads—

That in the opinion of this House the convention regarding Members' dress may be altered from time to time to permit Members, who desire to do so, to remove their coats during sitting hours should the atmospheric condition in the House, in the opinion of the President, warrant such modification of this convention.

On Wednesday, the 9th November, 1977, the President made a statement to the Council concerning members' dress during sittings and indicated that safari jackets were an acceptable form of attire. Then he went further to say that it was still the prerogative of the President to revoke that decision should a situation present itself to prompt this action. That situation has presented itself and, unless there is a substantive motion submitted, the subject is closed.

The Hon. R. F. CLAUGHTON: I point out respectfully to you, Sir, that in that resolution there is no reference to ties.

The PRESIDENT: I have given my ruling and the decision stands. If the honourable member wants to disagree with it or take some other action, Standing Orders provide the appropriate opportunity for him to do so.

The Hon. R. F. CLAUGHTON: Mr President—

The PRESIDENT: Order! If the honourable member wishes to take some other action, I suggest he comply with the methods available under the Standing Orders.

The Hon. R. F. CLAUGHTON: Can I ask then whether in fact you are objecting to the attire I am now wearing?

The PRESIDENT: I certainly am.

The Hon. R. F. CLAUGHTON: In which case I must point out to you that nowhere in the Standing Orders or the resolution is there a reference to ties.

The PRESIDENT: The honourable member has heard my ruling and that ruling will stand unless the House directs otherwise.

QUESTIONS

Questions were taken at this stage.

LISTENING DEVICES BILL

Second Reading

THE HON. I. G. MEDCALF (Metropolitan—Attorney-General) [4.50 p.m.]: I move—

That the Bill be now read a second time.

The matter of whether there should be legislative control of listening devices is not new and has been under active consideration in Australia for over 10 years.

In 1968 the Standing Committee of Attorneys-General produced a draft Bill which it was thought could serve as a model for legislation in all Australian jurisdictions.

The States have a general power to make laws with respect to listening devices whether telephonic or otherwise. All States, with the exception of Tasmania and Western Australia, have introduced legislation to regulate their use.

These Acts, like the Bill currently before the House, were based on the draft produced in 1968, although there are variations from State to State.

The Government, in now introducing this legislation, does so in the knowledge that electronic listening and recording devices available today are even more sophisticated than they were 10 years ago.

It is said that the use of listening devices by private investigators of various kinds has reached significant levels, although this is difficult to prove. Notwithstanding this lack of proof, however, electronic listening devices are now of such sophistication and their potential for misuse

is so great, that controlling legislation seems clearly required.

The fact that modern equipment in this field is so portable and miniaturised only reinforces the need for this legislation.

At present there is no Commonwealth legislation in regard to listening devices generally, although this is foreshadowed in respect of security and customs matters.

In essence, the Bill proposes to ban the use of listening devices except in certain specified situations, and then only subject to conditions.

The basic provision of the Bill is to prohibit the use of any electronic or mechanical device to overhear, record, monitor, or listen to private conversations without the consent of the parties thereto. Exemption is provided for State police and also for customs officers and for officers acting under any Act of the Commonwealth relating to Commonwealth security.

A member of the Police Force, acting in the performance of his duty may be authorised by the Commissioner of Police, Senior Assistant Commissioner, or a police officer of or above the rank of inspector appointed in writing by the commissioner to authorise the use of a listening device.

The Minister for Police will be entitled as of right to be informed by the Commissioner of Police of particulars of the use of any listening device by any member of the Police Force.

An officer of customs of the Commonwealth Government authorised by the comptroller-general and a duly authorised person employed in connection with the security of the Commonwealth, both acting in the performance of their duties, have similar exemptions.

The Bill contains penalties for the use of a listening device to record or overhear a conversation to which a person is not a party of \$5 000 or 12 months' imprisonment and for the communication or publication of the substance or meaning of any private conversation by any member of the Police Force, officer of customs or security personnel other than in the performance of his duty, of \$1 000 or 3 months' imprisonment.

Penalties can be applied to individuals as well as corporate bodies. In the case of corporate bodies, directors, managers, secretaries or other company officers who authorise or permit the commission of an offence against the Act, are also liable.

Persons who are parties to private conversations are permitted to publish them in certain stipulated circumstances. There is also a provision

in relation to the destruction of records of conversations.

People having private conversations are entitled to do so without eavesdropping. In the absence of legislation, those persons who may be motivated by curiosity or evil designs to listen in to the conversations of others will be able to continue to do so.

Whilst the Government has no exact evidence as to the current extent of the use of listening devices it is considered that it is time Western Australia joined the other States in providing restrictions in the interests of the individual privacy of citizens.

Debate adjourned, on motion by the Hon. Grace Vaughan.

ADDRESS-IN-REPLY: NINTH DAY

Motion

Debate resumed, from the 11th April, on the following motion by the Hon. W. M. Piesse—

That the following address be presented to His Excellency—

May it please Your Excellency: We, the Members of the Legislative Council of the Parliament of Western Australia in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign and to thank Your Excellency for the Speech you have been pleased to deliver to Parliament.

THE HON. R. J. L. WILLIAMS (Metropolitan) [5.05 p.m.]: I rise to support the motion, and in supporting it I would like to add my congratulations to those which other members have offered to the Hon. Win Piesse for the most able and succinct manner in which she presented the Address-in-Reply to His Excellency's Speech on opening night. I think perhaps everyone in the Chamber remarked after her speech that it was a piece of oratory well done. It must be very nerve-racking with so many dignitaries in the Chamber for any member to have to make an Address-in-Reply speech on Opening Night. I suppose as members we are in a privileged position in respect of where we sit. I can assure you, Sir, I do not know of the internal workings of the honourable member, but her legs were much steadier than those of many other members, such as myself, when they stand up to speak.

I thought opening night was quite a triumph in so far as most people to whom I spoke enjoyed being here.

I do not think members always appreciate what a strain it is on His Excellency to deliver a Speech

of that nature. We had an occasion in this Chamber when the lighting broke down when a previous Governor was delivering his Speech. It must be rather nerve-racking for His Excellency, but he accomplished the feat in a calm and cool manner. I heard a member near me say, "Hardly cool", but I can assure members he looked much cooler than I felt.

I make no apology for a matter on which I intend to speak this afternoon; I have spoken about it and its related subjects in this House previously. However, I find if one reiterates something from time to time—say, every 18 months or so—there is a chance that eventually something might happen; one might convert someone or get a few more allies in the Chamber and eventually we might get legislation on the Statute book for the benefit of the citizens of the State.

The first matter on which I wish to touch is a topic which the Hon. Ron Thompson and I debated at length at one stage when he was Minister for Police, both in this Chamber and privately. I have had the benefit of his wisdom and his observations after reading the report of his trip around the world in which he observed how other nations tackle problems which we face in this State.

I refer to the wicked waste of life, the slaughter, and the carnage on our roads. No-one can say this Parliament should not be devoting some of its attention to this awful problem. In the annual report of the Road Traffic Authority it is stated that in 1975-76 we had 310 deaths and 7 190 injuries on our roads. The RTA then splits the figures into categories showing what is thought to have caused the accidents; and certainly alcohol is one of the greatest factors in many of our road accidents. I will not go on with that, because members have heard me speak on it before.

However, another matter in respect of which our RTA patrolmen and police have to risk their lives concerns speed. If we consider speeding offences last year we find 2 905 people were prosecuted, but 33 805 cautions were issued.

From time to time we read in the Press about deliveries of high-speed motorcycles and high-speed cars to the RTA. We know that people who are apprehended for speeding sometimes speed in their vehicles, as it were, without any malicious intent. We are also aware that the youth of today take a great deal of pride in their cars, and in telling their friends how they have out-distanced and out-speeded the latest Moto Guzzi or the

latest Falcon Fireball. This is a matter of pride to them.

At this point of pride, some patrolman has to risk his life in apprehending the speeding motorist or motorcyclist, so as to stop him from breaking the law. That is the duty of a patrolman, but it is a very dangerous duty as I see it. I would ask the Minister concerned to pass this message on to his colleague in Cabinet; I would ask him to look once again at the West German method of dealing with speeding offenders. I know that this method will not appeal to some members of this House, because no doubt they feel there is something underhanded in it. I have spoken about this matter before.

The method used in West Germany is quite a simple one. There the patrol cars, equivalent to the RTA cars in our State, drive to a depot which is staffed by a technician and a Crown Law solicitor, or the equivalent of a Crown Law solicitor in this State. This solicitor supervises the loading of a film into the police patrol car. After it is loaded the device is sealed. At the end of the duty shift another solicitor unseals the box, removes the film, and has it developed. He then decides from what is recorded on the film the cases that may be regarded as offences and the cases that may be prosecuted.

The film shows the registration number of the car that is being followed, the time that the film is taken, and the speed at which that car is travelling. If the Crown Law solicitor decides that a prosecution or a caution is necessary, he takes action accordingly. In this case it is not necessary for the police or the RTA officers to risk life and limb in undertaking high-speed chases.

Nobody knows better than members of this place what it is like to be afraid. One can imagine the case of a young man or a young woman being allowed to use the family car for the night. This person might have been out to a party and been a little unwise in his or her drinking habit. He or she might even have been absent-minded and strictly sober, but might commit an offence at a traffic intersection controlled by traffic lights, such as going through a red light. A patrolman might be in the vicinity and centres on the offender. The offender in a flash and in sheer panic might put his foot to the floorboard, not intending to commit an offence but being afraid that he had committed an offence.

If the offender was not being chased, or thought he was not being observed in committing a traffic offence, then the circumstances under which his actions caused him to wrap his vehicle around a tree or a police patrolman to come off

his motorbike and become seriously maimed, would not arise.

In addition to that I would like to see another system operating; that is, at the main intersections which are controlled by traffic lights—as in the case of West Germany—a camera be mounted. The amber gambler who drives to get rid of every person on the road, and who does not care for anybody else or for other vehicles, would be deterred. In some cases a tremendous personality change takes place when a person is behind the wheel of a car. A person might be a mild-mannered person at work, but becomes a demon when he is behind the wheel in charge of one ton of steel.

In such instances the action of the offender is recorded on film. This is a method we in this State could look into, in view of the slaughter that takes place on our roads. Even if we can avoid 10 deaths—and there may be 30 times that number—it is sufficient for the most stringent measures to be taken, so that motorists learn to drive not only with respect for others but with courtesy and good manners.

The next point I wish to touch on is a matter which is still current and which I shall continue to advocate in this Parliament as long as I am a member here; that is, Parliament and the rule of law. I have always said and maintained that Parliament is the supreme body in any State or country. We are elected to this place to do what we can for the community. If the community do not like what we do, the remedy is in their hands at the next election.

The Hon. D. W. Cooley: Not in this House.

The Hon. R. J. L. WILLIAMS: That is merely the opinion of someone else.

The Hon. D. W. Cooley: You have the boundaries rigged in such a way that this is not possible.

The Hon. R. J. L. WILLIAMS: It seems to me that I have heard that song before. It was once said that election to this House should be determined on popular franchise; it was the request made at the time by the present Opposition. However, the result was somewhat startling. It seems that the boundaries of the honourable member's province are not rigged!

I now wish to refer to a speech which I shall quote at some length. Going back to the first principles of what Parliament is all about is rather refreshing to me. It is a speech which was made by a very distinguished jurist at the time—the Chief Justice of Victoria who is now the Governor of that State. I refer to the speech made by Sir Henry Winneke when he addressed a

parliamentary conference in Melbourne in 1973. He said—

Firstly, Parliament has the right to make or unmake any law; and secondly, no person or body is recognised by law as having a right to overrule or set aside the legislation of Parliament. The doctrine of Parliamentary supremacy rests on those two broad principles.

I do not think anyone can argue about that. Much more importantly, Sir Henry Winneke supports what I have felt and said for a very long time. He has said this better than I can, and therefore no harm would be caused in quoting his remarks. He said—

In recent years it has become a not-infrequent practice to appoint judges as chairmen of Royal Commissions or boards of inquiry. These inquiries are almost universally, and perhaps not unnaturally, referred to in the press and generally by the public as "judicial" inquiries. Nothing could be further from the truth. The misconception stems from characterizing the nature of the inquiry by reference to the office that the chairman, by chance, holds. The truth is that the function of a judge, and his only function, is to determine in a binding way the issues between subject and subject or subject and Crown according to the established rules of law and to make rulings and decisions that are binding on the parties to the suit. The function of a Royal Commission or board of inquiry is to find facts and report them, with or without recommendations, to the Executive. No one is bound by the findings and they may or may not be given effect. No two offices could be more dissimilar in nature or effect.

A former Chief Justice of Victoria, Sir William Irvine, in 1924 laid down that none of his judiciary would be available to serve on any board of inquiry or Royal Commission. Lord Hailsham, as Lord Chancellor, likewise condemned the practice.

I think that we use our judiciary in such a way as to almost make it indistinguishable from the basal arms of government. There is creeping in a tendency to believe that only judges or lawyers—with due respect to them—can sort out and elicit facts. As Sir Henry said, there was no doubt in his mind that this was not their function.

Frankly, any Government that appoints a member of the judiciary to head a Royal Commission or a board of inquiry is guilty of almost obliterating that well-defined line between

parliamentary authority and judicial authority. I have condemned this practice before, and I will continue to condemn it, without bringing in any personalities. One of the pleasant things we could expect would be for the Chief Justice of Western Australia to issue a similar edict indicating that members of his judiciary would not be available to serve on Royal Commissions or courts of inquiry, unless these are of such a technical and legal nature that he would have to agree. Sir Henry has dismissed the idea that inquiries of that sort should be held. When the time is ripe to make a decision, I hope that this Parliament will raise objection to the practice.

The third matter on which I wish to speak briefly has been brought to my notice, and that is what I regard as Federal intervention for the welfare of the country crippling the State. I refer to an obnoxious small body in Canberra which is known as the Industries Assistance Commission; if it were named the Industries Hindrance Commission it would be closer to the truth. Matters referred to it from time to time have a habit of cropping up and crippling certain functions in this State.

The Hon. H. W. Gayfer: Just for the record you know, of course, the Liberals supported Labor in setting up the IAC.

The Hon. R. J. L. WILLIAMS: I am well aware of that. I shall not talk about minerals, agriculture, or whatever else. I shall merely give one example involving one company in this State; because of an inquiry that company was stopped from expanding as it would have liked to expand, and much more importantly from offering employment to people. If this Industries Assistance Commission does not come up with a correct or satisfactory answer to this company's problems a number of people are going to be out of work.

We have a penchant in Australia for conducting inquiries into what I believe on many occasions to be stupid topics. In Australia we do not have the plant or machinery to build four-wheel drive vehicles. Our economy is not able to have manufacturers capable of this, and it is something we are stuck with. There are about three companies in the world from which we import four-wheel drive motor vehicles. They are Daihatsu, Toyota—

The Hon. H. W. Gayfer: Suzuki.

The Hon. R. J. L. WILLIAMS: Yes, Suzuki. We now have a situation where the IAC is to inquire whether a tariff should be imposed on four-wheel drive vehicles. I could understand this, although I could not support the move, if we had

such an industry here. Let us consider what this tariff would mean to the company I have mentioned and see what effect it would have on it.

The company started in a small way and has built up its business over the years. It employs 94 people of whom 58 are directly employed in relation to the sale of four-wheel drive vehicles. Of the company's sales, 59.65 per cent represented these vehicles. The company decided it would purchase property in Welshpool at a cost of \$500 000. This would enable it to expand the section of its business dealing with trucks, buses, and four-wheel drive vehicles, as well as its parts and service operation. No company such as this can afford to say, "This is the stage we have reached; we will not do any more."

In fact, the company planned an expansion involving a further \$200 000 and the purchase of more land at a cost of \$250 000, but both these projects have had to be cancelled, because the IAC is now going to hold an inquiry into the whys and wherefores of the importation of four-wheel drive vehicles.

The spare parts department of the business employs nine people, and as I said 41 per cent of this division's sales is related to four-wheel drive vehicles. Should the IAC decide to impose a tariff some employees would have to be retrenched. If the company is to expand more people will be needed in order that the services can be provided as before. The IAC decided to hold its inquiry on a certain day, but seven days after my contacting Federal Ministers on the matter due to representations made to me the commission put back the time another three weeks. It wants more time to consider the matter.

In the meantime no progress has been made and the company I have referred to is just one of many in Western Australia that are affected. There are eight of these dealers in Western Australia, and if we multiply 27 by eight we find there could be in the region of 200 people facing retrenchment—an additional 200 people who could be given work.

The Hon. Tom McNeil: That does not include the country people.

The Hon. R. J. L. WILLIAMS: This would affect the country people in the same way. I am sure country members would agree that four-wheel drive vehicles are almost essential to country people in this day and age. In the old days they used Clydesdales, but now their job is made easier by the use of four-wheel drive vehicles.

The Hon. H. W. Gayfer: They are more important to the fishing industry.

The Hon. R. J. L. WILLIAMS: So here we see interference in the Federal sphere by the IAC which does not help our economy at all. Again it is bureaucracy gone mad, because linked with this case I have spoken of is another enterprising businessman in this State who has been hit by the actions of the Bureau of Customs and the Department of Business and Consumer Affairs.

Members may remember that at one stage it was proposed to put a tariff on whisky and brandy. That idea lasted only 48 hours, because it was suddenly found that to protect the Australian whisky industry perhaps 22 people would be put out of a job. That is bad enough; but when these Federal bodies listened to the wholesalers and the bottlers who employ throughout Australia something like 8 000 people who would be put out of work if the tariff was introduced, they took the whisky content off the proposal. It was decided to levy the tariff on brandy as there was a surplus of Australian brandy.

Quotas were given for the importation of brandy which resulted in my constituent being faced with a ridiculous situation. He has outlaid something like \$7 000 and that money is virtually still on the Fremantle wharf where it seems it will stay, because the customs people insist that he is importing brandy. He has had to tell them he sells Australian brandy and the only thing he is importing is cognac. The customs people say there is no difference and that it will cost him \$7 000, because he will not be able to pick up the cognac unless he can make an arrangement with someone who has a quota for cognac and is allowed to import it. There is no question of my constituent trying to evade paying duty. He ordered the cognac months before the tariff was levied, but unfortunately the cognac did not arrive before the date the tariff was imposed.

The Industries Assistance Commission and the Bureau of Customs seem to be trying to make sure of one thing and one thing only; that is, to hinder business people as much as possible. They in their bureaucratic minds seem to think that, after all, there is a danger that they should be able to employ someone in a trade and that they may make a profit. But one must not do that, because it is not good for the country! I am being sarcastic but, to the person in the street, that is what appears to be happening. The stupidity of some of the petty fogging rules, regulations, and laws made by Parliaments from time to time is absolutely frustrating to quite a number of people. The situation is very difficult to explain to my constituent.

My constituent was told the tariff would commence on the 18th September. The cognac

arrived after that date; the authorities have said they are sorry he paid the \$7 000 and although he is ready to pay the duty he cannot have it. To add insult to injury customs officers regularly visit his premises to make sure the six bottles of brandy he has on display have not been tampered with. I would have thought the Bureau of Customs would have far more important things to do than concentrate on six bottles of brandy on one shelf in one premises.

The next subject is one I believe in as do you, Mr President; but in the instance I have in mind, nothing could be done for a person under the prevailing circumstances. I refer to the move this State took some years ago in arranging the registration of chiropractors. The Australian Chiropractic Association has done some tremendously valuable work and there are many members in this Chamber who would bear witness to the fact that chiropractors have helped them at various times.

There was a time when the medical profession and the Chiropractic Association were at loggerheads. At one stage chiropractors did not exist in the minds of medical practitioners who called them "quacks" and so on.

Lately there has been a move for us to dilute the standards of chiropractors in this State by admitting to the register people who, in the opinion of the Western Australian Chiropractic Board, are not properly trained. The first properly trained Australian chiropractors based in Australia will, as it were, come onto the market in 1980 after completing a five-year course in Melbourne at one of the technical colleges. The work during those five years is exhaustive and intensive as is any medical course; one has to be at pre-university level to be admitted to the course. The Victorian Government has given the relevant college its blessing.

I appeal to the Minister concerned to ensure that the WA Chiropractic Board is allowed to maintain the high standards that have prevailed in this State since registration commenced. It is pleasing to hear of people who have obtained relief by manipulation of the spine when their complaint has appeared to be impossible to ease.

I believe some very interesting figures would be revealed via the SGIO and similar company records as to the length of time some people take to return to work after suffering back injuries; that is, between those treated by chiropractors and those treated by doctors. I would have a small bet that treatment by chiropractors would prove to be the best and quickest method.

Chiropractors in this State do a good job. They

are well organised, well run, and have an efficient board. I do not think any of the previous Ministers for Health or the present Minister would have any cause for complaint. However, I appeal to the Minister to make sure that the standards are maintained and that any person who tries to enter this profession is prevented from doing so unless he has had the requisite training and the requisite recognition from the board.

The final matter I wish to raise is the serious and expanding offence of drug taking. I have left the therapeutic field actively, as it were, but I must say it is no secret to members of this House that we in Western Australia are at grave risk because of the almost impossible task of policing our coastline. Aeroplanes are able to hop in under our radar screens. There are sufficient areas in the north-west of our State where three or four Jumbo jets could land and take off without anyone knowing. Perhaps that is an exaggeration, but it would probably apply to a Boeing 707.

I believe our community, as such, is now becoming aware of the fact that drugs are coming in in a multitude of ways, and that Western Australia and Queensland are probably the most vulnerable areas. I know the Government in this State can do precious little, but I believe the community can do a lot. If the members of our community were to report as quickly and as accurately as they could to the authorities, steps could be taken to at least detect and, hopefully, apprehend drug runners. It is of no use saying, "It does not happen", because it does happen. Evidence has been produced to the existing Royal Commission to prove that it does happen.

One has to take into account the fact of the publicised figure that only 10 per cent of all drugs coming into this country are detected. Even that figure is somewhat dubious because the methods used to conceal drugs, both on the persons concerned and in the manufactured articles, are so legendary that if they were catalogued we would be here for at least seven days—and I do not propose to do that.

I appeal to the public—the concerned public—to report any untoward shipping movement or any untoward aeroplane movement which they observe, and to get in touch with the authorities. The public should report what they have seen. Perhaps in five cases out of 10 they will be wrong, and perhaps in nine cases out of 10 they will be wrong, but on one occasion they could be on the right track. The authorities will not get angry with the public if the public are wrong; the job of the authorities is to check. However, if on the tenth occasion the authorities are able to

catch some of these people the action of the public will be worth while.

Those people who bring in drugs set out to undermine our society and to murder our young people. That is all drug trafficking is. It is plain murder, the same as the most insidious murders of our time; that is, murder by poison.

I plead with members in this Chamber to encourage their constituents—particularly those living in the outlying areas of the Lower North Province and the North Province—to become aware of unusual movements around our coast and in inland regions. With those remarks I have pleasure in supporting the motion.

THE HON. LYLA ELLIOTT: (North-East Metropolitan) [5.34 p.m.]: Apart from asking questions this is the first opportunity since November last year that members have had to speak on matters which concern them. There are many matters which are of concern to me.

The Hon. G. E. Masters: Does that mean you are going to speak for a long time?

The Hon. LYLA ELLIOTT: Be patient. I will leave most of the matters until the debate on the Supply Bill. However, there is one matter which concerns me deeply and which I consider to be one of the gravest responsibilities of Governments today. I refer to the basic human right of every person not only to shelter, but the right to be able to live in dignity in decent accommodation.

Many people in our community, for a variety of reasons, are unable to provide decent accommodation for themselves. It may be because of their physical or mental health, because of poverty, or just because of a lack of social skills. It could be a combination of all those things.

It has been clearly demonstrated—or clearly established—by the medical profession, social workers and others in the health field that unless a person or a family has a decent place in which to live we can forget about good health, education, the ability to hold a job, and the ability to cope generally with society as we know it today.

Members in this Chamber belong to a privileged section of the community.

The Hon. G. C. MacKinnon: Speak for yourself.

The Hon. LYLA ELLIOTT: All members in this Chamber live in comfortable homes with their families. They are able to shelter from the elements. Their homes are filled with all sorts of gadgets which make life more pleasant. They have hot water systems, refrigerators, television sets, and hi-fi sets. No doubt, many members

have air-conditioning and if they do not have it now I imagine many of them are considering installing it next summer if it appears to be similar to the present one.

The point I make is that we do belong to a privileged section of the community, and it is very difficult for most members to understand exactly what it feels like to be without a decent home.

The Hon. G. C. MacKinnon: Many of us have only one income in the family, you know. We cannot all afford those sorts of things.

The Hon. LYLA ELLIOTT: I expect that sort of interjection from Mr MacKinnon, but I would like him to deny that he is a privileged member of the community. He does not have to live under a bridge or on a rubbish dump.

The Hon. G. C. MacKinnon: If I was put there tomorrow I would not be there for more than a week.

The Hon. LYLA ELLIOTT: The member is very clever.

The Hon. G. C. MacKinnon: A bit too clever to stay under a bridge. I imagine the police would move me on in a matter of a couple of hours, anyway.

The Hon. LYLA ELLIOTT: Mr MacKinnon is very smug. He believes that if he was in a disadvantaged situation he would be able to get out of it.

The Hon. G. C. MacKinnon: I am sure of it.

The Hon. LYLA ELLIOTT: He may, or he may not. Mr MacKinnon should remember the old saying, "There, but for the grace of God, go I" and not be too smug, because one day he might find himself in a disadvantaged situation, or in one of the situations I am going to talk about now.

I ask members to imagine themselves in the situation of some of the disadvantaged groups in our community. The first group covers the Aborigines. I doubt whether anyone in this Chamber could imagine what it is like to be a mother of six children living on a rubbish dump. Most members may not be able to imagine what it is like to be a mother, but none of them would like to live on a rubbish dump with six small children. Can members imagine what it is like to be a single aged person, whom nobody wants to know, eking out an existence in a dingy room?

Does any member know what it is like to be an unemployed teenager whom nobody wants to know? He may have been kicked out of his home, or he may have come here from the Eastern States looking for work and been disappointed. That sort of person could have no income and

could have no money to pay the rent on a flat or some other form of accommodation. He may be involved in drugs and may even have reached the stage where he is contemplating suicide.

The Hon. W. R. Withers: Where does he get the money for the drugs?

The Hon. LYLA ELLIOTT: Can members possibly imagine what it would be like to be in any of those circumstances? I wonder if they can.

There are numerous examples of hardship and homelessness in this State which demonstrate that the Government is failing in its very important responsibility of providing housing. It is failing the low-income families, the Aborigines, the aged, and the homeless youth.

The Governor's Speech made a very brief reference to housing. We have been told that the Government will repeal and re-enact the State Housing Act. The Government claims that greater flexibility, whatever that means, will accrue to funding through building societies under the new Commonwealth/State Housing Agreement to operate from the 1st July, 1978. I would like to know what is in the agreement and, exactly what this "greater flexibility" really means.

There is no reference in the Governor's Speech to the shortage of housing for low-income people. It seems the Government intends to do nothing to reduce the shortage. The situation is deteriorating for those on low incomes and those who are disadvantaged. I cannot see how the situation will be improved, based on the present figures and the present plans of the Government. The number of State Housing Commission units which have been constructed each year has dropped from 3 500 in 1970-71 to about 1 000 each year. That is the number of houses being built by the State Housing Commission at the moment.

A total of 1 150 homes were constructed during 1974-75; 907 during 1975-76; and 1 005 during 1976-77. I have just received information from the State Housing Commission that the number of applicants listed is 19 193. I know there is some duplication, and that some of the applicants are listed for both rental and purchase homes, but there would not be too many coming under that category. By the time some of the families on this list reach their turn the children will be grown up.

Just recently the Government made great play of releasing the sum of \$15 million on a short-term loan basis to permanent building societies. I would like to know how that release will help the low-income family man, because the money will be lent at interest rates of between 11 per cent and 12 per cent by the building societies.

The Hon. J. C. Tozer: Some of that money is available at 5½ per cent.

The Hon. LYLA ELLIOTT: Is the member aware of money being lent at 5½ per cent?

The Hon. J. C. Tozer: There is no reason that it cannot be if it comes under that category.

The Hon. O. N. B. Oliver: Is that based on the Henderson report?

The Hon. LYLA ELLIOTT: Anyone who reads the Henderson report can only agree with everything I have said.

I was referring to the fact that the Government has released a sum of \$15 million to be lent on a short-term loan basis through permanent building societies. In *The Sunday Times* of the 26th March an advertisement appeared for Pacesetter homes. The advertisement states, "State Government Release \$15 million for New Home Buyer Finance". The advertisement then reads—

If you're a potential 1st Home Buyer with \$50 a week available to Buy your Own Home then contact the Pacesetter Man Now and find out how you can benefit from the State Government Finance Release.

In another column on the same page there is an advertisement stating that the Pacesetter man will build a home for one for \$31 700, and all one needs is \$63 per week to pay for it after a deposit of \$3 200.

A table appears in the last edition of *The National Times* setting out the interest rates charged by various building societies compared with those of savings banks. For Western Australia the figures applied to the Home Building Society. On a loan of \$25 000 at an interest rate of 11 per cent, the monthly repayments would be \$247.50, or about \$61 a week. Incidentally, over the 25 years that house would cost \$74 250. How on earth could a family man on a single low income afford, say, \$60 a week to repay his loan as well as find money for rates and taxes, insurance, maintenance, and other costs of this type?

This morning I telephoned the Australian Bureau of Statistics to ascertain the latest average weekly earnings figures. At the moment in this State the average weekly earnings are \$206 a week, but of course we know that about 65 per cent of the people earn less than the average weekly earnings. The average minimum wage—a figure based on all awards and agreements—is \$147.46 a week.

The Hon. G. E. Masters: What was that figure?

The Hon. LYLA ELLIOTT: The average

minimum wage is \$147.46. This would be closer to the mark. I would say the majority of the people earn less than the average weekly earnings.

The Hon. G. E. Masters: You are not suggesting that the 65 per cent are earning about \$140 a week?

The Hon. LYLA ELLIOTT: No, I am saying that some 65 per cent of the work force earn less than the weekly earnings of \$206 a week, and that a large proportion of these people would earn approximately the average minimum wage.

The Hon. G. E. Masters: I think you are wrong.

The Hon. D. W. Cooley: I'll see you later and tell you the difference.

The Hon. G. E. Masters: I would appreciate that.

The PRESIDENT: Order!

The Hon. LYLA ELLIOTT: How could a person earning wages of this order afford \$60 or even \$50 a week to pay off a loan to a private building society?

The Hon. O. N. B. Oliver: Don't you think people who are disadvantaged through no fault of their own should be provided with welfare rental accommodation?

The Hon. LYLA ELLIOTT: Does not the member think they are entitled to own their own homes?

The Hon. O. N. B. Oliver: I think so, if they can afford it, but I think it is the responsibility of the State to look after them.

The Hon. LYLA ELLIOTT: People should be given a choice. We hear a great deal about free enterprise, private enterprise, and this sort of thing, and yet here we have a member suggesting that a person on a low income does not have a right to own his own home.

The Hon. O. N. B. Oliver: I did not say that at all.

The Hon. G. E. Masters: He did not say that at all.

The Hon. LYLA ELLIOTT: The member is saying that they cannot own their own home at the present interest rates. Surely that was implied in the interjection.

The Hon. W. R. Withers: Such a person would get a loan at a lower interest rate.

The Hon. LYLA ELLIOTT: I know that the Home Builders' Account supplies a certain amount of money at 5½ per cent, but this is totally inadequate for the number of people who would qualify for such assistance. The State should establish its own building society through the State Housing Commission so that it can

make more low interest finance available to eligible applicants on low incomes.

I want to turn now to another area of great need in regard to accommodation, and I am referring, of course, to the Aborigines. When opening Parliament the Governor had this to say—

An undertaking to help homeless Aborigines in and around Perth is proving successful.

Mr President, I find that an absolutely incredibly statement, because to my knowledge it just is not true. Mr Robert Bropho and his group at Lockridge will still be living in tents this winter. Places such as St. Norbert's in West Perth still cannot cope with the many sick and homeless Aborigines who clamour to be let in for shelter. As I have said before, some families with small children still live on rubbish dumps.

I do not know whether the wives of any of our members shop at Charlie Carters, but if they do they would know that that store puts out a very good newspaper called *Living Today*. As recently as the 16th March, an article appeared in this publication headed, "Condemned Kids." This was a story about a 25-year-old Aboriginal woman with six children. It says, "For the past two years she has been living in wasteland camps with hundreds of other homeless Aborigines on the fringes of Perth suburbs. The article continues as follows—

MARGARET Anderson, 25, abandoned mother of six, lives in a tent on a rubbish dump with her children. . .

Margaret drags a heavy steel jerry-can through the bush every day to get water for her children from the nearest tap—on the sports-ground adjoining the council offices. There is no sanitation in her camp and her children's faces crawl with persistent bush flies. Most of them have eye infections; the eldest is nine years' old, the youngest 18 months' old. Their tent is just big enough to hold two single beds, a broken, useless ice chest and an old tin trunk. Margaret cooks for her family in a couple of saucepans over an open fire.

Down the hill from Margaret's camp is another small tent where Margaret's brother Tom Anderson lives with his wife Verna and their five children, the eldest a strikingly beautiful girl of eleven. They share their tent with another abandoned mother who has nowhere else to go with her children, four of them, all toddlers. Altogether, there are

fifteen children and four adults living on the rubbish dump.

In *The Sunday Times* of the 2nd April, 1978, a story appeared about Mrs Penny and her three young children who had been asked to leave the Salvation Army women's shelter, because she had been there for seven months. The Salvation Army had been trying to obtain State Housing accommodation for her in those seven months but without success, and because this is only a short-term shelter Mrs Penny had to be asked to leave to make way for others.

The Hon. G. E. Masters: Trying for seven months, you say. How many children?

The Hon. LYLA ELLIOTT: Three.

The Hon. G. E. Masters: And she could not get accommodation?

The Hon. LYLA ELLIOTT: This is what the State Housing Commission spokesman said—

We are doing our best. The family's name is down on the emergency list, but there just is not any Aboriginal accommodation around.

However, the Governor has told us in his Speech that an undertaking to help homeless Aborigines in and around Perth is proving successful. What nonsense!

The Hon. G. E. Masters: There must be more background to that, surely.

The Hon. LYLA ELLIOTT: Is the honourable member looking for an excuse?

The Hon. G. E. Masters: No, I have dealt with State Housing problems the same as you have and as any other member has, and I really have not struck that sort of problem—a family that was considered to be an emergency case for such a long period.

The Hon. LYLA ELLIOTT: There is a waiting list of 1 095 applicants; this is the Aboriginal waiting list.

The Hon. W. R. Withers: Do you think they would be better off not being on the Aboriginal list?

The Hon. LYLA ELLIOTT: Currently 100 houses are being built each year for Aborigines. My arithmetic may not be perfect, but if I divide the number of Aboriginal families seeking accommodation by the number of houses being built for them each year, I am left with the result that it will be a very long time before all these families are housed.

The Hon. N. E. Baxter: Are they approved families?

The Hon. LYLA ELLIOTT: If they are on the list they must be approved.

The Hon. N. E. Baxter: They need not all be approved families.

The Hon. LYLA ELLIOTT: My understanding is that their names are only added to the list after they have been approved.

The Hon. W. R. Withers: Would they be in a better position on the standard list?

The Hon. LYLA ELLIOTT: It would not do them much good, because the commission is building only 1 000 houses a year for 19 000 non-Aboriginal applicants.

The Hon. W. R. Withers: So the Aborigines are slightly better off than they would be on the other list.

The Hon. LYLA ELLIOTT: Here we go again; again we are to be accused of discrimination.

The Hon. G. C. MacKinnon: I thought it was a very sensible question.

The Hon. LYLA ELLIOTT: If the commission is building 100 houses a year for Aboriginal accommodation, how long will it take to house 1 095 families? Common sense tells us it will be a very long time.

A report of the Department for Community Welfare was tabled in this House recently and it referred specifically to the fact that it is virtually impossible to improve the health and social conditions of Aboriginal people until the housing problem is solved. So I want to repeat the appeal I have made in this House on numerous occasions that the Government should tackle vigorously this problem of housing for Aboriginal people. The present conditions are taking a terrible toll of these people. Many of them are physically ill, some have suffered mental breakdowns, and some young and old people are even dying needlessly.

The Hon. G. E. Masters: I think we are tackling it as well as any Government ever has, Miss Elliott.

The Hon. LYLA ELLIOTT: Well that is not good enough.

The Hon. G. E. Masters: I do not say we can solve all the problems.

The Hon. LYLA ELLIOTT: Is the honourable member happy about 15 children living on a rubbish dump?

The Hon. G. E. Masters: I am not. A little while ago you mentioned the Bropho family, but they had a Housing Commission home at one stage.

The Hon. LYLA ELLIOTT: This family is still living in a tent.

The Hon. G. E. Masters: Why is that, Miss Elliott?

The Hon. LYLA ELLIOTT: Perhaps the honourable member can tell me why they are living in a tent.

The Hon. G. E. Masters: I will tell you later on; I know why and so do you.

The PRESIDENT: Order!

The Hon. LYLA ELLIOTT: Another problem of great concern is that of homeless aged persons. In the debate on the Appropriation Bill last year I referred to the terrible story that appeared in the Press about some poor old people in Queensland who were exploited by some unscrupulous characters; in fact, these old people were described as slaves. I said on that occasion that any State or any country where the social welfare provisions or the provision of welfare housing are inadequate—

The Hon. G. C. MacKinnon: I thought subsequently that report in the paper was proved to be incorrect.

The Hon. LYLA ELLIOTT: Perhaps the Minister will let me finish. I am saying that where social welfare provisions are inadequate and there is insufficient welfare housing for disadvantaged people, they become vulnerable and open to exploitation. To answer the Minister's interjection—

The Hon. G. C. MacKinnon: I raised a question.

The Hon. LYLA ELLIOTT: —there was some doubt about the term "slaves" that was used in the article, because these people were not actually chained or locked in.

The Hon. G. C. MacKinnon: There was an inquiry into it and the whole report was proved to be false.

The Hon. LYLA ELLIOTT: My understanding was that it was proved these people had been very badly treated, but because of some technicality those responsible for the situation could not be charged with an offence. That was my understanding of it.

The Hon. G. C. MacKinnon: That was not my understanding of it. I think you should have another look at the final report. I think you are wrong.

The Hon. LYLA ELLIOTT: I do not think so.

The Hon. G. E. Masters: She means well.

The Hon. G. C. MacKinnon: I am sure she means well, but she does a lot of damage.

The Hon. LYLA ELLIOTT: That is absolute nonsense; I object to that interjection.

The Hon. G. E. Masters: I made the interjection.

The Hon. LYLA ELLIOTT: When I make a statement—

The PRESIDENT: Order! All interjections are out of order.

The Hon. LYLA ELLIOTT: When I make a statement I can back it with facts.

The Hon. G. E. Masters: You back that one with facts.

The Hon. LYLA ELLIOTT: I always research a subject carefully before I make a speech in this Chamber. Members on the other side do not like facts, and therefore they draw red herrings across the trail because they cannot answer us.

The Hon. G. C. MacKinnon: Who got that report?

The Hon. LYLA ELLIOTT: I am sure the Minister is wrong, and what I have said is correct. The only reason that the people were not charged was that there was some legal technicality. They certainly ill-treated the old people concerned; and no doubt those old people became vulnerable, because they had nowhere else to go. Thus they could be exploited in this manner.

At the time I asked that the Government, perhaps through the Community Welfare Department, initiate a survey of the older areas in the city, in order to establish the extent of poverty that existed among the aged in Perth and the number who were living in substandard accommodation. I asked that something be done to solve the problem; but my plea fell on deaf ears.

The following month I received a letter from the Pensioners Action Group which contained a copy of a letter this group had sent to the Premier on this very issue: the question of substandard housing for the aged.

Apart from the obvious statement that housing was central to the issue of extreme poverty, the group pointed out there were something like 800 pensioners in the inner city area who were living in filthy, rat-infested, and substandard accommodation.

The Hon. W. R. Withers: Did the pensioners agree with that action group?

The Hon. LYLA ELLIOTT: I imagine the Pensioners League is very concerned about inadequate accommodation for the aged.

The Hon. G. E. Masters: You are quoting a letter from an unofficial group.

The Hon. LYLA ELLIOTT: It is an organisation which has as its main object the welfare of pensioners. What has all this to do with what I am saying?

The Hon. G. E. Masters: We are listening intently.

The PRESIDENT: Would the honourable member ignore the interjections?

The Hon. LYLA ELLIOTT: It is very difficult to do that.

The Hon. G. C. MacKinnon: When interjections are being invited it is hard not to.

The Hon. LYLA ELLIOTT: Members opposite are trying to draw red herrings across the trail.

The PRESIDENT: The honourable member should ignore them, and address her comments to the Chair.

The Hon. LYLA ELLIOTT: I will do my best. If Mr Masters is prepared to accept what the Pensioners Action Group says about substandard accommodation—

The Hon. G. E. Masters: I did not say I was prepared to accept it, but I have been listening intently to what you have been saying. I do not necessarily accept any statement that is made.

Sitting suspended from 6.03 to 7.30 p.m.

The Hon. LYLA ELLIOTT: Mr President, before the tea suspension I was dealing with the question of aged people and a letter that I had received from the Pensioners Action Group pointing out that about 800 pensioners in the inner city live in substandard accommodation.

The next matter to which my attention was drawn is an article which appeared in the *Sunday Independent* of the 4th December, 1977, by a journalist named Ann Matheson. While I should like to be able to quote from an authoritative and official survey or study which has been conducted, we are often able to use the material of journalists who carry out an investigation into some serious social issues. I can vouch for the authenticity of this story, because I know that Ann Matheson is a responsible journalist. She wrote a story on the 4th December last year—very recently—and it was headed, "Aged living in squalour." It was a story about 21 old aged pensioners who, she said, were living in a filthy and substandard boarding house in the centre of Fremantle. She said—

... if health authorities were informed they would be forced to condemn the boarding houses and the old people would be turned into the street.

Tenants pay an average \$16 a week for single or shared rooms in Fremantle. Some rents are as high as \$20.

She goes on to say—

The 21 tenants share two tiny, dark

kitchens. The stoves are old and fat-encrusted . . .

The walls are covered with smoke, dirt and grease and the ceiling in one is falling away.

Welfare workers have labelled them "rat infested holes".

The bathrooms at the top of narrow, poorly-lit stairs, are filthy and have gas water heaters. The floor in one is rotting away into the kitchen below.

If one of the old people fell though they would almost certainly be killed.

The laundry is used for a storeroom and has no hot water. Four outside toilets serve the three terrace houses.

Halls and passageways are full of junk and boxes of rubbish.

Another of the Fremantle doss houses has 26 tenants who have to cook on an old gas stove on a back verandah.

Many tenants use an electric kettle in their rooms to cook. They can boil eggs and make tea.

Most of the pensioners who spoke to the *Sunday Independent* begged not to be identified or to have their address published for fear they would be turned out with nowhere to go.

That is the crux of the problem—nowhere to go. That is why people have to live in these conditions. It is not good enough for the State Government to sit back and leave the problem to voluntary organisations such as churches. Under the present Commonwealth subsidised aged persons housing arrangements one often finds that the people in most need are the ones who do not get accommodation; and they are the ones who can afford to pay the required donations.

The State must take action, through the State Housing Commission, to house those aged people with no means. It must build more self-contained units for pensioners and it must build hostel-type accommodation for people who are not able to live completely independently, but are not ill enough to have to go into nursing homes. These are the sorts of people who need good quality hostel-type accommodation so they do not have to live in the conditions which I have cited, which exist in Fremantle, and which I know exist in Perth.

The committee of inquiry into pensioners' concessions and benefits recommended that the State Housing Commission be granted finance to purchase land in order to provide near-city

accommodation for pensioners. In August, 1975, in a report on the care of the aged the Social Welfare Commission had this to say—

Hostels are a most important link in the chain of care for elderly and also younger disabled people, and the Committee were of the opinion that their provision is a government responsibility, if there is going to be a total concept of care adopted by the community. They should be built with government funds, if possible by a government authority, and form close links with the geriatric rehabilitation and related health and welfare services in the area.

Ultimately the financial responsibility for their upkeep and staffing costs should rest with the government. Yet, if a voluntary or local government organisation wishes to conduct a hostel, then it should be encouraged to do so, if there is a need in an area and if it has sufficient staff and expertise to provide proper care.

I do not care whether it is provided by the Commonwealth Government or the State Government. The point is that some Government has to provide decent accommodation for these people. They cannot be left to rot in these disgusting conditions.

The City of Fremantle conducted a survey in 1975 in connection with the needs of the aged in that area, and one of the recommendations was—

Some pensioners are dissatisfied with their present accommodation; many others cannot afford to pay the high rents being asked. There is a very real expressed need for low-rental housing.

In *The West Australian* in September last year the Minister for Housing was quoted as saying that the average market rent at that time was \$45 a week. How do people on incomes of \$49.30 a week, which is the current pension, find that sort of money to rent accommodation and to buy food and all the other necessities of life? If they want decent accommodation they have to pay fairly high rents for it. So, once again I appeal to the Government to give urgent attention to this pressing, human problem.

Finally, I wish to deal with another serious and increasing problem; that is, homeless youth. Some weeks ago I saw on the television programme "This Day Tonight" a documentary about young people who were living in one of the hostels run by the Jesus People. I learnt from that documentary that there are many sad stories about these young people and that the

organisation running the hostels is in need of financial assistance to continue its good work.

I put a question on the notice paper asking whether the Minister concerned had seen the programme and, if so, what he intended to do about it by way of financial assistance for this organisation or similar organisations. I am afraid I did not receive a very encouraging reply. So, I decided to visit the hostels and obtain more information to ascertain exactly what was going on and the extent of the problem. I was most impressed by the dedicated and humanitarian approach of the people who run the hostels and I was surprised to learn of the extent of their work.

Jesus People Incorporated is a non-profit and interdenominational group which was founded in 1973 by a group of young men headed by a person called Jeffrey Hopp for the purpose of doing something practical to help individuals in distress. The young men found that the need among young homeless people was so great that since then they have been devoting their time entirely to youth.

Their first project was a coffee shop drop-in centre in Murray Street. This was opened in 1973. They found that every night when the coffee shop closed there were many young people who appeared to have nowhere to go. This led them to open a hostel for homeless teenagers in Victoria Park. An old house was renovated and opened for this purpose. They then obtained two more houses; so they started off with three houses in Victoria Park for the purpose of providing hostel accommodation for homeless youth.

The Jesus People found that these houses were soon packed to capacity and that they needed more. So, in 1975 they leased a large building in Adelaide Terrace and found \$20 000 to renovate it. This building accommodated 35 people. Shortly after that they discovered there was a need for a women's refuge in the city centre and they leased another building on the corner of Terrace Drive and Bennett Street and found another \$15 000 to renovate that.

This building houses 30 people, but it was discovered that even the 65 beds they have were totally inadequate, that people were still seeking assistance and they just could not be accommodated. They then opened a third hostel in Mill Point Road in South Perth to accommodate a further 20 people. Despite the fact that they have three hostels with a capacity for about 80 people, they are still turning away young people who have nowhere to go and no money. Some of them have terrible emotional or personal problems.

Members may have been surprised to learn that there are so many homeless young people needing assistance, but I do not think it is surprising if one considers the position of teenagers today in respect of unemployment. The latest unemployment figures as at the 31st March show that there are 12 853 unemployed people under the age of 21 in this State.

The figure of 12 853 represents 38.52 per cent of the total number of people unemployed. The total number of vacancies for this age group is 546 which means there are 23.1 people in this age group for every job offering. However, if members look at the young people who do not have a trade or a skill the ratio is even higher. Probably 30 or 40 of these young people apply for every job advertised in that area.

The problem is that not all of these young people have a family to live with or to care for them while they are unemployed. Many of them have to fend for themselves. As I said earlier, some of these young people come from the Eastern States hoping they might find work here and when they arrive they find the golden opportunities, which they have been led to believe will be available to them, are in fact not forthcoming. They find they have to feed, clothe, and house themselves. If they are 17 or under they have to do all these things on \$36 per week. If they are 18 or over the benefit is \$49.30.

Sometimes these young people have to exist for weeks without a cent to their names. It takes seven days to qualify for unemployment benefit after one has applied, and as unemployment benefits are paid a fortnight in arrears this means they may have to wait three weeks before they receive a week's benefit of \$36 or \$49.30.

The situation is even worse if one is employed and dares to leave one's place of employment. It does not matter if one's boss is a monster or if the conditions at work are intolerable. If one dares to leave one's employment one must wait six weeks before qualifying for unemployment benefit.

How on earth can a young person with no family support exist for six to eight weeks without a cent? Unless some organisations such as the Jesus People takes them in, these young people have to live in parks and some of the girls may be forced to prostitute themselves to put a roof over their heads. Some of these young people become involved in drugs or alcohol, or perhaps they are already involved in the drug scene. Some of them are as young as 13 or 14. Some attempt suicide.

The Jesus People can tell members some very heartbreaking stories about the desperate trouble some of these teenagers get themselves into. Last

year a study was undertaken by two fifth-year medical students. It was a study of residents at the New Life centres, which is the term used to describe the hostels run by the Jesus People. Thirty-nine males and 11 females were interviewed. The survey was undertaken following the admittance to hospital of a young man who had attempted to commit suicide. While he was in hospital he indicated that many other young people were in his predicament and they were staying at this hostel.

As a result, it was decided to conduct a study to determine the extent of the problem amongst the young people living in the New Life centres. It is a very interesting study. It revealed a number of things about the persons interviewed. It revealed mainly that our society is producing many young people with physical, psychiatric, and social problems which need serious attention.

Of those interviewed 52 per cent came from broken homes, 86 per cent had unhappy childhoods, 70 per cent had criminal records, 30 per cent were heavy drinkers, and 66 per cent were heavy smokers.

The Hon. R. F. Cloughton: You have about 300 per cent so far.

The Hon. LYLA ELLIOTT: They were multi-problem cases. Of these young people 68 per cent smoked marihuana regularly and 28 per cent had used hard drugs. There were varying degrees of ill-health involving the ears, eyes, teeth, skin, respiratory systems, and including cardiac and gynaecological disorders. Most of the girls had been pregnant, including the youngest who was 14 years of age.

A large percentage of these young people suffered from anxiety and depression and more than one-quarter of both the males and females stated they often wished they were dead. Some had actually contemplated suicide. Quite a few try.

To talk to Jeff Hobb and Gary Holmes—two of the people involved with the Jesus People—brings home to one the tragedy of the lives of these young people. When they speak they use terms such as "O D'ing" which apparently is a common expression meaning taking an overdose. It is fairly common among these young people for them to become so depressed and to feel life is so worthless that they do not want any more of it.

The Hon. R. Hetherington: Rather a different picture from the happy people depicted by members opposite.

The Hon. LYLA ELLIOTT: That is right. Coming back to the study which I have been discussing, it stated also that unemployment was

a considerable problem among these young people, because apart from the general employment position which is bad at the moment they had the additional handicap of lacking trades or other social skills which makes it even more difficult for them to obtain jobs.

In addition to providing a roof over the heads of these young people, the Jesus People are doing excellent work in respect of counselling and offering friendship to them. The hostels are manned seven days a week, 24 hours a day, and there is always someone on hand if one of the youngsters "freaks out", as they say, or needs urgent help. The Jesus People have a full-time staff of seven, and rely heavily on voluntary workers. As members can imagine, with three hostels manned full time, an army of voluntary workers is needed to perform all sorts of jobs for them.

It costs a great deal of money to run the hostels. The Jesus People receive a Commonwealth subsidy under the Homeless Persons Assistance Act, and they charge \$25 per week full board for those who can afford it. I stress that not all can afford it, because many young people are waiting to qualify for unemployment benefits. Until they can afford to pay board, they are carried by the hostels. They are not thrown out.

The last financial statement to December, 1977, revealed that despite the funds received from these two sources the Jesus People still had to find \$11 000. The shortfall for the current six months is estimated to be \$8 200. This money is raised by way of donations, musical productions, and seminars, etc. With some justification the Jesus People feel the time has arrived for the State Government to recognise the work they are doing. Constantly young people are being referred to them by State departments such as the Community Welfare Department, the police, and the Prisons Department. In addition, the Commonwealth Employment Service and the Social Security Department refer people to them. The Samaritans and other voluntary agencies send people to them as well.

The Jesus People feel the money they have worked very hard to raise should also be available for some of their other welfare and educational activities amongst youths. They have plans also for another centre for homeless and destitute youth which they want to open in Hay Street in the near future. This will cater for 50 people. All this activity takes money. Their argument, and it is a valid one, is that their work has a preventive quality in that the youth they salvage today will not be the skid row tragedies of tomorrow.

I believe it is a little rough that the State Government is quite happy for its departments to refer young people to the Jesus People hostels because they have nowhere else to send them, and yet refuses to accept any financial responsibility. I do not think it is asking too much to expect the State to supplement the Commonwealth contribution to this organisation. After all, the Government does this in the case of aged persons' accommodation, community health projects, and in many other areas.

In conclusion, Mr President, I believe in some respects our thinking and attitudes have not advanced very far from the 14th Century when the first Act which made vagrancy a crime was passed in the English Parliament. At that time justices and other officials were empowered to "inquire of persons wandering from place to place, to examine them diligently, and to compel them to find surety for their good bearing". If the wanderer failed to find such surety he was committed to gaol until the next "gaol deliverer" justice arrived in town.

Many of these vagrants who were imprisoned died while they were waiting for the next justice to arrive in town. Therefore, it was decided to be kinder to them and the law was changed. As a result of that change, instead of putting the vagrants in gaol they were put in the stocks for three days on a diet of bread and water, at the end of which they were kicked out of town. For a second offence they were put into the stocks for six days.

In the 16th Century the law on vagrancy became more repressive. In 1530 an Act was passed through Parliament to the effect that, and I quote—

Any beggar or vagrant being whole and mighty in body and able to labour who could not give an account of how he lawfully earned his living could be arrested and taken to the next market town—there to be tied to the end of a cart naked and to be beaten with whips throughout the same market town.

The Hon. R. F. Claughton: You have to be careful mentioning things like that. This Government is likely to reintroduce such laws!

The Hon. LYLA ELLIOTT: That was considered to be rather light punishment; that was for a first offence. For a second offence the offender lost his right ear, and for the third offence he was executed.

The Hon. D. K. Dans: Good; I thought you were going to go further down!

The Hon. LYLA ELLIOTT: Apparently the thinking behind the laws was that anyone who

was idle was likely to become a charge upon the community and possibly a criminal.

The Hon. G. C. MacKinnon: What year was this?

The Hon. LYLA ELLIOTT: This was in 1530.

The Hon. G. E. Masters: They decided later to transport some of them.

The Hon. G. C. MacKinnon: Even I cannot remember that far back.

The Hon. D. K. Dans: Give you time and you will scratch around and get there.

The Hon. LYLA ELLIOTT: I am trying to show members that we have not come very far from the attitude which motivated those laws. Apparently these repressive laws provided no beneficial aspects. In fact there were no beneficial aspects to society apart from, of course, removing unpleasant looking characters from the sight of "respectable" people. All these laws did was to cruelly penalise the poor and the destitute. It may surprise some members to know that not only do we still have a law against vagrancy, but also each year 500 arrests are made under this law.

The Hon. G. C. MacKinnon: They do not cut off their ears any more, surely?

The Hon. LYLA ELLIOTT: Vagrancy has nothing to do with drunkenness or disorderliness. These charges are listed under different headings in the official statistics. In these statistics 500 charges or arrests are listed each year for the offence of vagrancy. The point I wish to make, and which I was coming to when I was rudely interrupted by Mr MacKinnon, is that—

The Hon. G. C. MacKinnon: You were quite politely interrupted.

The Hon. LYLA ELLIOTT:—here we are in 1978, 600 years after the punitive law was placed on the Statute book in England, and the State is still treating homeless and destitute people like criminals. We do not put them in the stocks any more, but we allow them to live on rubbish dumps, in rat-infested substandard accommodation, or in parks.

It is about time we developed a more humanitarian attitude towards these disadvantaged people. Is it not time we provided them with shelter and other support instead of throwing them into gaol?

I appeal to the Government to take a good look at the problems of the homeless in this State and to take positive steps to either house them itself or provide financial support to organisations like the Jesus People who are doing such a wonderful job.

THE HON. J. C. TOZER (North) [8.01 p.m.]:

I listened with a great deal of interest to the Speech of His Excellency on the 9th March, and although some of the earlier speakers I have heard rather implied that the purpose of the Speech was solely to outline the Government's programme of legislation in the coming session, I feel it really had a much wider task than that.

Surely the Government was permitted to give some account of its stewardship for the first third of its current term and, of course apart from the legislative programme, there was talk of administrative actions which would be taken during the balance of its term.

I found the Speech excellent really. I found it full of interest as a member of the State Parliament; but also as a member representing the North Province in this Chamber I found it of particular relevance. For that reason it is my plan tonight to refer fairly persistently to various parts of the Speech.

Initially I would like to speak about the following—

Industrial and Resources Development

Government planning is well advanced to ensure maximum economic benefit to the State from natural resource development.

It goes on to refer to the North-West Shelf gas field and the colossal benefit which will accrue to the State as a result of this development in the area.

I feel the Government is to be congratulated on sending overseas the Minister for Industrial Development (Mr Mensaros), together with the Co-ordinator of the Department of Industrial Development, not only to acquaint themselves with the implications and results which will accrue out of this massive development that will take place in our north-west, but also so that they could let the people over there know that Western Australia was gearing itself to play its part in this great project.

Investment and development opportunities for business, commercial, and industrial enterprises—whether they be big or small—will, in fact, be immense not only in the Pilbara, but mostly in Perth and, in fact, in eastern Australia. This was what we saw in the 1960s and the early 1970s, and we will see it again in the 1980s.

The Port Hedland Shire Council took a very imaginative decision when it decided to send its shire president and vice-president to Singapore to attend a conference relating to this massive development which is to occur. Their specific role was to listen and try to see what part their shire could play in this development, and, indeed, what

the shire needed to do to try to gear itself up to play a major part. Unfortunately the two men painted a very gloomy picture, but I do suggest that these two worthy men who had, in fact, lived through the hurly burly of the development of the 1960s in their own small businesses did tend to get things out of perspective. I believe that in matters of this nature everything is relative.

In 1965 Port Hedland was really the only centre of consequence in coastal Pilbara; its population was under 1 000 and it had no capacity to absorb any of the rub-off likely to come to local people. Something like \$3 000 million has been spent in the Pilbara since 1965, and of course a small corner of this vast expenditure has, in fact, rubbed off on the local entrepreneur whether he was there in 1965 or whether he came subsequently. I suggest that it could well be that these small Pilbara entrepreneurs earned something between \$25 million and \$50 million out of that great, massive expenditure which took place.

We are facing up to another \$3 000 million expenditure, and that is for the natural gas project. I think it may well be \$5 000 million by the time the associated activities are implemented—activities which will, most assuredly come.

Returning to 1965, our communications were poor, but now we have a sophisticated communications setup with a coaxial cable to Perth. It will be overloaded, but it will be there. In addition the basic infrastructure has been provided—schools, hospitals, local transport and all the rest.

This time, in addition, these local commercial enterprises to which I referred include integrated building industries, engineering workshops, industrial gas manufacturing, a small foundry, a drilling mud factory, and many more. These are the industries we have there to start off with.

I still have to remind people frequently that only a small proportion of the Port Hedland population—and I quote Port Hedland, because it is convenient to refer to one town—say one in five, is employed by the iron ore mining companies or is a dependant of such employee.

If this surge of development which went on from 1965 gave a rub-off of 1 per cent locally, I am suggesting there will be a rub-off of 2 per cent to 5 per cent this time and we will be talking of something in the order of \$150 million. So it was not reasonable for the gloomy report to be given a lot of publicity in the northern Press. In fact the benefit to our region will be immense and in the next following surge of development, when the

processing industries and petro-chemical industries arrive, as they are bound to do, the Pilbara's corner will be increased to 15 or 25 per cent.

In Australia we have to recognise that we do not have the massive industrial resources the rest of the world has to cope with—the colossal industrial development and the massive structural development we will see in this coming decade.

I believe that the message the Premier and Mr Mensaros passed on to Western Australian industry was loud and clear. It said, "Be prepared to pick up the challenge. The opportunities will be almost boundless." As the Premier and Mr Mensaros gave that message to all Western Australians, I feel that I can pass the same message on to the people in the Pilbara.

The next thing which attracted my attention was on page 3 of His Excellency's Speech where he spoke of the offshore petroleum exploration programme, and I think we should not overlook the magnitude of this programme. The reference was made to the drilling on the Exmouth Plateau and, of course, this is an exercise which is quite unique as far as Australia is concerned. Never have we sent a drilling rig to drill in water of this depth or carried out the type of task we will see taking place off our coastline in the next six years.

From the Mines Department I obtained some charts which are most illuminating. By the year 1980 we will be drilling 28 exploratory wells in Western Australia. Most will be offshore, and almost all of them will be off the North Province shore. This compares with a low in 1977 when we drilled only four holes.

Another chart indicates the value of these holes and the amount of money to be spent drilling. By 1980 we will be spending \$94 million on exploration. That is the committed expenditure, but there is every reason to believe that because certain leases will be renegotiated that figure will be exceeded by a great margin. We can compare that figure with the 1977 amount of \$10 million spent on exploration.

The Hon. H. W. Gayfer: What incentive is there to drill now which did not exist in 1977?

The Hon. J. C. TOZER: The year 1977 was at the bottom of a long trough and there is every good reason for, and easy understanding of why, we had that long trough. I do not know whether any members had the good fortune to attend the LNG symposium held at the university several weeks ago, but I have here the papers which were delivered at that symposium; and anyone who wants to gain an understanding of the programme which we will see in our north-west associated

with the North-West Shelf gas would be well advised to study these papers.

To comment on the question asked by Mr Gayfer, I could point out that these figures were given at the symposium and are, in fact, Australia-wide figures. We find that about 700 000 feet of exploration drilling took place in 1972 and this fell by 1976 and 1977 to about 100 000 feet of exploratory drilling.

We have to look at the incidents which occurred between 1972 and 1976. Firstly, there was the introduction of the variable deposit ratio by the Commonwealth Government which forced overseas investors to place a matching figure of 33½ per cent of their total investment in Commonwealth reserves.

Next we saw the Petroleum Minerals Authority Bill introduced in 1973 by the Federal Government, which scared away every possible investor who was interested in Australia. Then we had another election in 1973. Next we saw the Fitzgerald report which recommended the removal of the depreciation benefits that mining entrepreneurs had enjoyed. Then we saw the end of the oil drilling subsidy. All these things happened in the period 1973 to 1975.

Then we saw the complete end of the write-off for taxation purposes of capital investment, and at the end of the Whitlam era we saw the imposition of the crude oil levy. Those are the reasons that drilling exploration in Australia almost came to an end: the disincentives which were imposed by the Commonwealth Government at that time.

The Hon. D. W. Cooley: That action in 1972 could not have been taken by the Whitlam Government. How could it have been? It was not elected until December, 1972.

The Hon. J. C. TOZER: I was not aiming to enter into discussion on this matter, but I dealt with it because it was introduced by interjection. One of the earliest steps taken by Mr Whitlam when he became Prime Minister was the introduction of the variable deposit ratio. If I said that occurred in 1972 I should have said it occurred after December, 1972.

Getting back to my speech, in 1972 we did in fact drill 43 wells, and of those 22 were offshore. That was the period when we were proving the North Rankin, the Angel, and the Goodwin fields. We were proving these three gas-bearing fields off the Dampier region in that period, and we also had the Ashmore Reef and Scott Reef drilling programmes north of Broome.

In 1976 we had three offshore wells, and in the course of the next few years we will be moving back to a vigorous programme including those

expensive wells we are drilling on the Exmouth Plateau—I am speaking only of exploratory wells.

As a further indication we can look at seismic surveys alone. In 1974 we had 2 000 kilometres of seismic surveys being carried out. In 1978 we will see 30 000 kilometres of seismic surveys. I believe this gives members an understanding of the vast exploratory programme we have in front of us now.

I have here a list of the companies involved. I find 75 different companies are involved in the exploration programme—not the production programme—and will be drilling in our north-west area. Hundreds of tenements are listed. They are either exploration permits or petroleum leases, and one is a production licence. Not all of them are in the north but most of them are.

The rub-off from this programme will be enormous. By 1980 we will have an already committed expenditure—not maximum—of \$8 million every month. That rub-off will not come only in the north; it will come also in Perth and in eastern Australia.

At this moment we have already the small port of Onslow providing excellent service facilities for the Wapet production wells at Barrow Island and exploration rigs nearby. Woodside is using Broome and Port Hedland, and many other companies are already making arrangements for the servicing facilities they will be requiring when they start gearing up to their full programme over the next two or three years.

I will draw attention to the kind of thing that can happen as a result of programmes of this nature. At a mining area called the North Pole, which happens to be quite close to Marble Bar, we dig up barytes. There is a colossal deposit of barytes, as the people in the industry call it. The deposits proven by drilling amount to three million tonnes, but it appears to the people undertaking the exploration programme in the barytes ore bodies that the resources are “almost unlimited”.

Dresser Products (Australia) Pty. Ltd., which is an offshoot of an American corporation, at present produces 3 000 tonnes a year at its Port Hedland milling plant. It is bagged and palletted at the grinding mill and is being used by Woodside, Wapet, and Esso in their exploration programmes. In addition it is sent out in bulk form to the Woodside drilling platforms. At present there is only a small staff of about half a dozen men associated with the Port Hedland works but contract workers are brought in to do the bagging, etc.

The drilling mud used in sinking exploration

wells is approximately 90 per cent in volume of barytes and 10 per cent of bentonite. Unfortunately bentonite has to be imported from the United States. Dresser, the company established at Port Hedland, is looking at a tenfold expansion to meet the exploration programme alone, and that figure does not take into account the development of the production wells by Woodside and other people.

It is interesting to note that there is a world-wide shortage of barytes, and from next year we will be exporting 125 000 tonnes a year to the United States.

As an aside, it is worth noting that barytes is an essential basic ingredient for the manufacture of paints and plastics, and in addition it is a good barrier against radioactivity. I am told a four-inch block of barytes has the same radiation barrier propensity as half an inch of lead.

We next come to the mining industry. His Excellency said in his Speech—

The mining industry retains its importance to our economy.

1977 mineral production was valued at \$1 700 million.

Not all of that production came from the North Province, but over \$1 000 million did, primarily from iron ore; \$940 million came from iron ore; \$46 million from oil; \$26 million from salt; and there were small items like tin and tantalite; and \$42.5 million from gold, but we can claim only part of that from Telfer and Blue Spec. Apart from that, about \$1 700 was made up of bauxite and the nickel from southern areas.

The Pilbara is about the same size as the South-West Land Division and—to keep things in their proper perspective—we must note the value of production: grain \$381 million, wool \$291 million, meat \$165 million, some of which came from the Kimberley, and dairying \$22 million. It is worth while reminding people of the colossal value that is being generated in the Pilbara region.

His Excellency went on to say—

Despite a recession in iron ore markets, Hamersley Iron and Mt. Newman are expanding facilities to upgrade iron ore production.

It is strange that these two giant companies have committed themselves to spending over \$500 million in the beneficiation plants they are putting in at Tom Price, in the case of Hamersley Iron, and at Newman.

There is consequential urban growth at both of these towns. At Tom Price we find a complete

new suburb, with primary school, recreational facilities, and housing to cope with this additional production capacity which will be provided by the beneficiation plant. Newman is also going ahead, and we find there a second primary school and a great number of additional houses. All this has taken place in a time of recession, so called.

I think it indicates two things. One is the supreme confidence these great companies have that the recession in the steel market will not be a long-term phenomenon and that we will climb out of it in the relatively near future. They want to be in a position to meet the demand in the future when the market situation recovers. Secondly, it indicates a very sensible and worth-while resource management policy. The only thing the companies can achieve by the beneficiating of lower grade ore is a longer life for the ore bodies existing in these areas.

Under the heading "*Fuel and Energy*" His Excellency referred to the power installations at Kwinana and Muja. This set me thinking about the electric power capacity we have in the North Province.

I find at present this amounts to about 465 megawatts. It is just about 10 years ago that the total installed generating capacity in the integrated system in the south-west, including the Perth metropolitan area, was somewhat less than the present installed generating capacity in the Pilbara. It is interesting to note the manner in which the region has expanded.

It should be noted that of the capacity we have in the North Province probably about three-quarters is generated by the major mining companies. At Dampier we have a 120 megawatt steam turbine power station, and at Lambert 105 megawatt steam turbines. Currently Hamersley Iron is constructing a high-tension transmission line to connect its power-generating units at Dampier, Tom Price, and Paraburdoo. This is something over 300 kilometres and, of course, it is essentially associated with the installation of the beneficiation project.

I think this indicates the responsible manner in which the people from the Department of Industrial Development concerned with the iron-ore agreements are going about their business. They are required to approve all plans. This high tension line being constructed between Dampier, Tom Price, and Paraburdoo is being built to SEC specifications and it will be integrated into a comprehensive Pilbara-wide grid in the course of time to give an assured power supply to the region as it continues to expand.

Up to date the SEC has purchased power for

Karratha from Dampier. Under the first arrangement, Hamersley Iron agreed to provide 10 megawatts. Of course, Karratha's expansion exceeded that, so an agreement was made for another 10 megawatts. Hamersley Iron has now been forced to give notice that it cannot continue to supply this power—this was provided for in the agreement—and so the SEC now is embarking on a project to replace the power that will be lost to it. In fact, it has just let a contract for the installation of a 20 megawatt gas turbine. I was sorry that was not included in His Excellency's Speech. It will be constructed adjacent to the Hamersley Iron powerhouse, and in fact will be operated by Hamersley Iron. It will serve Karratha's needs.

I asked the Minister and the SEC why we should have done this. I questioned why we should not have gone and started what was going to be the nucleus of a major SEC generating powerhouse in the general Nickol Bay region to service the whole of the region, and I learnt the agreed plan provided mutual benefit to both the company and the commission and, thus, to the public.

Technically the SEC should not put a gas turbine generator out to operate by itself; it needs to be used in concert with other generating units, and this is what is happening at Dampier. In addition, the waste heat from a gas turbine unit can be recovered and this will be trapped and used to generate steam to drive the steam turbines Hamersley Iron is using. So, a mutually beneficial arrangement was made. I think it is fine; it is just good business. Already, the SEC is letting a contract for the gas turbine with clear implications that we are going to see natural gas supplied in the reasonably near future.

I wish to refer briefly to Port Hedland, because right at this moment—this is something else which is not mentioned in His Excellency's Speech—we are commissioning a 12 megawatt diesel generator at the new Red Bank power station at Port Hedland. It is the biggest diesel generator to be installed in Australia and it is a matter of doubt whether there is a bigger diesel generator installed anywhere else in the world. This is the second such generator and, in fact, orders have been placed for another two, so that in a couple of years Port Hedland will have 80 megawatts installed, plus the Mt. Newman and Goldsworthy generating capacity which will be another link in the grid to which I have referred.

I move on now to page 4 of the Governor's Speech where, under the heading of "Education" the following statement is made—

The demand for technical education is emphasised in continually expanding enrolment in this area.

The statement refers to the area of technical education. I believe this emphasis on technical education is justified, but inevitably I ask, "What of the Pilbara's needs?"

I thought it important that I outline the position as it relates to technical education in the Pilbara. In January, 1976, Professor Partridge, who headed a small committee, submitted his report to the State Government. It was titled, "Post-Secondary Education in Western Australia". This report set out the needs of post-secondary education in this State, and included a detailed study of this particular aspect of education. I do not want to go through everything in this very valuable report, but I do wish to draw members' attention to two sections. I refer, firstly, to page 110 where the following statement appears—

Thus we believe that, where population and social conditions justify the establishment of a comprehensive community college, the college should be based on, or closely associated with, the technical school system. In recommending that a beginning be made to set up community colleges in a few selected country centres, we emphasize that the pattern that will emerge in these centres will be of great importance for the planning of subsequent developments.

It goes on to say—

...we suggest here that Bunbury, Karratha and Kalgoorlie should have high priority as locations for the first community colleges in Western Australia.

Immediately following, we see recommendation 6.1, which states—

We recommend the establishment, in selected centres, of comprehensive community colleges as a means of decentralizing post-secondary education in Western Australia. We further recommend that these colleges should be closely associated with, and where possible evolve from, the system of technical schools in country districts.

I turn now to page 118, where the report comes to grips with the Pilbara situation. I quote as follows—

In view of the large scale of the mining operations, the training of apprentices is, and will continue to be, a major component of post-secondary education in the Pilbara.

It goes on to describe the problems of apprentice education in the Pilbara, which are many and varied, and which include the need for a period of two weeks' "block release" to attend technical college in Perth. The report went on to say—

Considering the remoteness of the Pilbara, the size the population, and the social problems involved, we regard the immediate establishment of a technical school in the area as of the greatest importance for the decentralization of technical and further education.

Recommendation 6.2 states—

We recommend the establishment in the near future of technical schools at Karratha and Port Hedland, to be planned in such a way as to make possible their early development into community colleges.

So, the Partridge report came up with that very specific recommendation.

I think I should refer to the work that is being done by the Pilbara Regional Development Committee. Right from the inception of this committee it has regarded, as one of the most important considerations for the future development of the Pilbara, the technical education of its residents; it considers this aspect to be probably the most vital of all matters concerning the area. Specifically the committee urged the Government to take note of the lack of any technical training institutions in the region.

The mining companies do conduct a comprehensive training programme on site, and this certainly caters for a good deal of their apprentice needs and of the need for trainees in the administrative and para-professional fields. By para-professional, I am thinking of cartographers, surveyors, draftsmen, laboratory assistants, and so on.

The Pilbara Regional Development Committee prepared a report and submitted it to the Partridge Committee. This report was very largely embraced in the recommendations of the Partridge Committee as it was presented to the Government.

Concurrent with the Partridge Committee's activities, the Commonwealth Technical and Further Education Commission set about examining the needs for technical and further education in Western Australia. This was a Commonwealth-based commission under the chairmanship of H. K. Coughlan, and its report was designed to cover the triennium from 1977 to 1979. It was submitted to the Commonwealth Government in July, 1976.

I gained the impression because it was an Australia-wide report that it was somewhat more superficial than the Partridge Committee report in its examination of the needs of the Pilbara. While the Pilbara did receive a mention, we find that Rockingham-Kwinana, Carine, the eastern goldfields and Midland were the recommended sites for technical education facilities and that in fact, in the third year of the triennium "preliminary expenditure" should be made at Karratha to serve the future needs of the Pilbara.

By the way, the Pilbara Regional Development Committee also submitted its findings to the TAFEC Committee. Personally, it disappointed me that it did not place greater emphasis on the Pilbara, and I believe this is explained by the superficial manner in which this commission appeared to go about its work.

Arising out of the Partridge report—in fact, from a specific recommendation of that report—the State set up the Western Australian Post-Secondary Education Commission, which has a specific role in recommending to Government certain actions, and also the general co-ordination of educational activities in regard to post-secondary education facilities in this State.

So, the Western Australian Chamber of Mines quickly made a very worth-while submission to WAPSEC. I think there are one or two passages of this submission which are worth noting. Referring to the interest of the mining industry, it states as follows—

It has a special interest in education because:

—its economic existence and growth depends on the availability of qualified tradesmen, technicians and technologists as well as other skilled and semi-skilled operators.

Next, it states—

—it employs a very wide range of skills.

Further on, it states—

—it is desirous of maintaining a stable workforce, the stability of which often directly relates to the educational facilities and opportunities provided to satisfy the needs of its employees and their dependents.

Then, homing in specifically on the Pilbara, it states—

—in some areas there are either no facilities or inadequate facilities to satisfy its educational needs.

Speaking of the fundamentals of technical education this report makes certain statements. I am quoting the report in the hope that I can give

members the substance of decisions arrived at by the Chamber of Mines. The report states—

Technical education is of fundamental importance to the mining industry because of its function in providing the training of tradesmen, technicians, and para-professionals.

In respect of other research matters the following comment is made—

Post secondary education requirements in mining regions can be grouped under the following headings:

Terminal and pre-vocational training

This referred to a four-year high school course which was oriented towards preparing people for the vocation they were going to follow. To continue—

Trade training

Para-professional (technical and commercial) training

Professional training

General adult and self-development education.

In talking of the importance of the Pilbara they state the following under the heading of, "The Pilbara case—a priority claim"—

The Pilbara has developed over the last ten years into a mining region of world significance. Outside Perth it is currently the largest industrial area in Western Australia. Within a few years, development already planned, could result in the region being a larger industrial centre than the present metropolitan area. In particular, the development of the off shore natural gas will have a tremendous impact on the demand for skilled labour.

Further on it states—

To ensure the most efficient contribution by the mining industry in the Pilbara to the Australian economy the provision of technical facilities in this region is essential.

The Chamber of Mines in its report firmly recommended to WAPSEC that the findings of the Partridge report be implemented.

The Hon. R. Hetherington: I wish the Government would implement the findings of that report instead of centralising the department further.

The Hon. J. C. TOZER: I have referred to the intense interest and scrutiny that the Pilbara Regional Development Committee has undertaken in respect of technical education and I particularly feel that the education subcommittee

of that regional development committee deserves great credit and congratulations for the work it has done.

To ensure their own observations could be substantiated they resolved to spend \$3 000 which was made available by the State Government—the sum of \$3 000 is made available for a research project to all development committees. The Pilbara committee decided it should obtain the services of two post-graduate researchers from the Murdoch University to gather detailed data that would give substance to the firm observations and opinions held by themselves. This serves to underline the vital importance this committee places on technical education in the development of the region.

In September, 1977, the two researchers, Elizabeth Harman and Michael White, submitted their report to the regional development committee. The report is titled, "Post-Secondary Education Needs of the Pilbara, and is prepared for the Pilbara Regional Development Committee".

To indicate who these people are, I shall quote as follows—

Elizabeth J. Harman

Liz holds a Ph.D. in urban geography and is presently a lecturer in Social Inquiry, Murdoch University, teaching courses in introductory social science, social research methods and urban studies.

Michael White has, and I quote—

Michael holds master and doctorate level degrees in Education from The University of Western Australia, and has published quite extensively on the nature and needs of Australian education.

He is education officer in the external studies unit at Murdoch.

On page 1 of this report the intent of the study was summarised. It was to establish whether their is factual evidence as distinct from opinion which might support the need for increased services in the region; for example in the form of a technical school or schools or community colleges.

They went on and stated under the heading, "Summary of Conclusion", in relation to apprentices, as follows—

The training of apprentices is more important to the region than their numbers relative to other educational areas would suggest. Apprentices are essential to the basic industry, mining, as a source of skilled tradesmen. Apprenticeships also provide the most important opportunity for school-

leavers, mostly male but recently also female, seeking a non-academic career, as many do in the Pilbara.

They went on to say as follows—

Apprentices are heavily concentrated in a few related trades:

- Fitting
- Fitting and turning
- Motor mechanics
- Electrical installing
- Auto electrical fitting
- Boilermaking
- Refrigeration fitting

They came to the same conclusions on the difficulties associated with the apprentice training. They again underlined the value of upgrading the year 11 courses; this year being considered the pre-vocational or pre-employment year. They also underlined the need for co-ordination in all external studies.

A large number of people who live in the region take the opportunity of embarking on external studies. In relation to technical facilities the report goes on to say the following—

We recommend that technical facilities with residential accommodation be established in the Pilbara region, based in the first instance on apprenticeship training in selected trades.

I will quote briefly from the next few recommendations as follows—

- (6) We recommend that a technical school be established in Karratha.
- (7) If and when Area C development is confirmed, then the State Government should immediately investigate the possibility of establishing a second technical school at Port Hedland.
- (8) In the meantime, we recommend that a branch of the proposed Karratha technical school might be contemplated. This might concentrate on the trades where apprentice numbers are heaviest. However, intensive training requiring accommodation should, for the time being, be concentrated at Karratha.

Finally,

- (9) We are concerned that the purposes and possible organization of a community college should receive careful consideration. Yet we believe that a start on much more modest lines should be made with a technical facility(ies) along the lines we have indicated.

With respect to external studies it is of interest to

note there are 4 000 students undertaking such courses in the Pilbara at the moment. These external studies exclude the mining company training courses and I do not intend to give a great deal of detail but it is worth while noting that under the heading, "Attendances at Mining Company Training Courses", and I will quote only Hamersley Iron figures for 1976, there were 4 090 people inducted. There were approximately 1 800 in the semi-skilled area; approximately 2 100 in the skilled area; there were 89 in the professional area; and there were about 1 200 in the management area. In other words, there were 3 476 training courses being supplied by Hamersley Iron to its employees.

The careful research of this team indicated predicted numbers of school leavers from the Pilbara. This was largely based on a questionnaire sent to people in the area and the number of questionnaires returned was good. I shall quote some figures as follows—

	1977	1978	1979	1980
Total enrolment, Year 10, 11, 12	684	746	764	782

The total of school leavers will reach 495 by the year 1980; that compares with 424 last year.

I will refer briefly to another table giving the number of apprentices employed in the Pilbara from 1974 to 1977. In total, apprentices have gone from 130 in 1974 to 377 in 1977. They are apprentices being trained in the Pilbara at this time and it must be remembered we do not have a formal technical institution. Of that number for 1977, 330 are employed by mining companies and 47 by other employers.

The last table is an estimate of the future demand by the work force for post-secondary education. It gives two options and I think it is worth while quoting the figures for 1986. The maximum growth assumption for 1986 is 251 compared with 169 in 1976 for office and clerical workers. Other figures are as follows—

	1976	1986
Office/Clerical	169	251
Operators/Semi-skilled ..	391	1 657
Tradesmen/Skilled (training as apprentices)	379	1 511
Prof/Tech/Managerial ..	117	448
Total for Mining	1 056	3 867
As % of total 1976 demand (table 4)	21.5	
Estimated Future Demand	4 912	17 979

That is the maximum growth assumption and that

final figure of 17 979 is reduced to 11 298 for the minimum growth assumption accepting that the present figure is 4 912.

I believe the conclusions of the Harman and White report are quite incontrovertible. The findings of the Partridge report, the studied opinions of the Pilbara Regional Development Committee, and the submission of the Chamber of Mines have been substantiated by detailed and exhaustive study and analysis.

I believe the Minister for Education must now be convinced and I urge him to follow these recommendations and ensure that the 1978-79 Budget includes an allocation for the commencement of technical education facilities that are so essential for the growth and wellbeing of the Pilbara development.

I think it would be unfair if I failed to mention a committee of WAPSEC has been to the Pilbara recently and will place a firm recommendation before the Minister in the very near future. I find it impossible to contemplate that their recommendations will not follow the same path as this detailed report.

In addition I feel it is fair to mention that in the 1977-78 Budget—the current Budget—funds were provided for the placing of services on the technical school site at Karratha and that, in fact, the work is in hand. It all looks very hopeful. All I want is to see the whole thing down in black and white so that I will be assured the essential need will be filled.

On page 5 of his Speech under the heading of "Local Government and Planning" His Excellency states that land development for home building is proceeding at an encouraging rate and that in country areas the number of residential lots produced in 1977 was in excess of 3 000—more than twice the number for 1976.

This very figure of 3 000 in itself points up a problem. The 3 000 includes only freehold land which has been subdivided. It does not include Crown land. In other words, it does not include any residential land made available in the north during this last period, and in point of fact I found out from the Lands Department that 1 609 allotments have been released in North Province in addition to the 3 000 referred to in His Excellency's Speech; and that excludes the mining towns. I have already described the additional urban work at Tom Price and Newman, and in Pannawonica a building programme has been going on.

I have referred to this matter before, but quite frankly I do not think what is happening in the

north is done in the best way it could be in respect of the provision of residential land.

In the metropolitan area we have a whole host of private developers. I believe when I pick up *The Sunday Times* I can see a whole range of building allotments available whether they be cheap or expensive, attractive with a panoramic view or unattractive. It seems to me that a whole range of blocks is provided by the private sector. In other words a whole range of building allotments is available to any potential house builder at the price he is able to pay.

Now the Urban Lands Council comes in utilising Commonwealth funds, and enters into the field also and no doubt helps to ensure that the continuity of land persists in the metropolitan area. Presumably the rationale behind the operation is that it keeps the private developer honest.

As I mentioned, in the north it is all Crown land. Subdivisions do not have to be submitted to the Town Planning Board for approval. I am not saying whether that is good or bad; it may well be the former. The fact of the matter is that it is different from what happens everywhere else in the State where private land is subdivided.

I do not think the Lands Department is equipped to develop land. It must rely completely on other departments to carry out the servicing of the land. I wonder if we should not be considering the allocation of broad acres to private entrepreneurs in places like South Hedland and Karratha. In the smaller towns it is likely to be difficult to get the interest of the private developer, because there are usually only a few building allotments and the turnover is not great. Therefore there would be a lot of investment lying in the ground for a considerable period. Also specialised equipment is required which is not available in many instances.

In Karratha we have a townsites development committee which comprises senior technical officers of the various departments and also local authorities, and although this is a somewhat cumbersome arrangement it probably does a reasonably good job. I suppose we ought to describe it as a co-ordinating body of the Lands Department where that intense development is taking place as in Karratha. The State Housing Commission is the developer in South Hedland and I believe it is a house builder, not a land developer which enters into contracts for shopping complexes, drive-in theatres, taverns, and all the rest of it. I believe in an organisation like the SHC there is a tendency for the bureaucracy to have a slow reaction to the public requirements

and I do not think that this would occur with the private person or a locally-based development arrangement.

I should say also that while the Lands Department has responsibility everywhere else other than in South Hedland, the SHC has also done small subdivisions in Roebourne, Halls Creek, and currently at Derby, but usually it is the responsibility of the Lands Department.

I have a feeling that the Urban Lands Council is completely superfluous in the metropolitan area. I do not think it has a real function, but I think it could well be the instrument by which we could get efficiency and economy into the continuity of provision of residential allotments in the total of the northern area. I think that if this Urban Lands Council could be set the task it may still find that a desirable way to implement its role is by the advertising of tenders and the letting of contracts by urban development firms in the same way as it has done in the metropolitan area.

I do believe this is something Mr Rushton should consider seriously, and he should try to move for the allocation of funds, which seems to come from some Commonwealth source now and again, to a region where it could be more productively employed and in an area not already catered for. No-one has been able to explain why this cannot be done in the north, particularly at Hedland and Karratha. There seems to be a feeling that in some strange way the word "urban" can be equated with "metropolitan", but that is not right. Port Hedland is nothing other than urban or industrial.

The next heading is "*Lands and Forests*". I have referred to some of the activities of the Lands Department already, but I now want to mention forestry. For the first time we are seeing the presence of the Forests Department in the North Province. This is most welcome by me. It has been a hobby-horse of mine for 15 or 16 years and it is with great pleasure I welcome the presence of forestry officers in the Kimberley and Pilbara.

On the 28th November the Minister for Forests wrote to me referring to the sections to be based in Kununurra, and she said—

Chief among their tasks will be a broadscale inventory and distribution study of the native woodlands of the region. This will be used as a basis for planning conservation measures which would run in parallel with future development.

The section will also carry out an assessment of the potential of various sites throughout the Kimberleys (including the

Ord Irrigation areas) for the growing of plantations of exotic tree species.

This is great. The Cyprus pine does grow in river valleys in the north Kimberley and has been used by pioneers as structural timber, and it can be used extensively. Work has been done on the growing of pine in plantation form in Darwin and the Forests Department is making a great forward move in entering this field in the Kimberley.

We have seen the Kimberley research station experimental planting of exotic species, and noteworthy amongst them is the teak timber which, despite its density, seems to grow remarkably fast.

The Minister also wrote to me on the 17th January as follows—

With regard to the Pilbara, the Department accepted an initial involvement late in 1977. Together with the Office of the North West they have taken over the nursery at Karratha and will next year move into the establishing of some small trial plots and the early planning for the type of arboreta you have mentioned.

It has always been a long-range objective of mine that we will have massive planted shelter belts around our towns which have been established in harsh, spinifex plains and particularly at South Hedland and Karratha. The ameliorating effect of massive planted tree belts will provide shade, shelter, and the feeling of coolness provided by green foliage, and of course also provide a break for the winds.

I believe this is a wonderful step forward. Mrs Craig explains that the section will move into trial plots and arboreta and I am hopeful we will see the sort of planting our forebears in Kalgoorlie instituted half a century ago. Certainly it would be a great boon to our area.

It is worth while mentioning that His Excellency stated the Government anticipates continued demand for Crown land for agriculture, homes, industry, and conservation.

I believe that the Lands Department improvement over the past year or two has been quite spectacular. I am not saying the improvement did not start before the last year or two, but in the last few years it has been marked, and I believe full credit must go to the Minister and her department for the achievement particularly in the North Province, the area to which I am referring. I did not think I would ever be able to say this because in the past I have been a particular critic of the Lands Department. There are still a few areas of dissatisfaction; we do not have residential land at the moment in

Kununurra, and there is a demand for farmlets in various places. Appropriate attention to these matters seems to be in hand and the whole situation has been much improved.

Now, once land has been offered for sale by tender or auction, people have the opportunity to go into the shire council and virtually purchase a block across the counter paying the upset price which has been placed on it. Imagine the benefit to these people who are 2 000 miles away from Cathedral Avenue who have no chance in the world of getting to the department.

It is very refreshing to find this change of attitude in the Lands Department, and I hope the department will keep it up. I offer it my congratulations.

The next heading with which I wish to deal is "Fisheries" and the last paragraph under that heading reads—

Planning is proceeding on the assumption that the off-shore limit will be extended to 320 kilometres.

That is from the coastline, of course.

The Leader of the House would recognise there is no more important coastline which will concern him in this State than the north-west coastline, and the activities going on in that region. Quite apart from the drilling rigs—both exploratory and operational—it is well known that foreign countries such as Japan, Taiwan and Korea, are exploiting our fish resources. For many years the potential inside the 200-mile line has been proved by foreign fishermen. In addition, a survey was carried out with regard to Tuna off our coastline. I hope the Leader of the House will be looking at the way the development of these resources by Australians will take place in the coming years. I believe he will be forced to look at the prospect of joint ventures. That may well be the basis on which the fisheries will be developed off our north-west coast.

It is quite essential that we give every encouragement to such development. The broader the economic base upon which our economy rests in the Pilbara, the greater will be the long-term economic and social stability. Already we have problems in this area and a committee has looked into the establishment of a small boat harbour which is now under discussion in the Port Walcott area. I hope its findings will be expedited. In the short term we are looking at things like boat harbours and facilities to service offshore operational and exploration rigs, but in the long term there will be a far wider range of service requirements for the activities which will take place off that coast, as time goes on.

There is no doubt at all about the fact that Port Hedland has an important future, and with the future port at Nickol Bay—possibly at Dixon Island—will be a service centre. It will provide the engineering back-up which the offshore industries require. Those are the things we must be looking at and planning for this time.

A subject I approach with some trepidation is the question of main roads. At page 6 of His Excellency's Speech it is stated—

The Main Roads Department's Budget this financial year will be approximately \$112 million. However, due to overall constraints imposed by the shortage of Federal road funds, there will be considerable difficulties in servicing the State's growing needs.

Those words are clearly understood, but I must emphasise that there is nowhere where the adverse effects of these limitations on funds are more critical than in the North Province. Really, in some respects, it is quite disastrous.

I have spoken previously about the roads in the Pilbara. I have spoken several times in this Chamber and in September or October of last year, while speaking to the Supply Bill, I stressed the matter once again. I was pleased to note the Minister replied to my comments. The Minister referred to the enormous cost of the works which I suggested, and the lack of finance which was available. The Minister said a policy of sequential development on established priorities must be produced.

I must stress again that the people of the Pilbara are creating 10 per cent of Australia's overseas earnings. That is coming from a mere handful of people. Almost \$50 million of royalties was paid into the State Consolidated Revenue Fund last year.

Something like \$3 000 million of capital investment has been spent in the last decade. That expenditure has not been made in the Pilbara; it has been made in Perth, Sydney, Melbourne, and other places. That is where the engineering works have been carried out. The rub-off—the benefit—of the expenditure of \$3 000 million in capital investment has been spread throughout Australia. A minimum benefit has been to the Pilbara.

At Tom Price we are looking at something in the order of 5 000 people, and at Paraburdoo we are looking at something like 2 900 people. We are looking at a population comparable to that which exists at Northam and York together. However, the people at Tom Price and Paraburdoo are living 250 kilometres from the

nearest bitumen road. I wonder whether Mr Gayfer would be happy if the people of Northam and York lived that distance from the nearest bitumen road.

The roads in the north-west are vulnerable because of the nature of the weather. A small downpour of rain, of great intensity, washes out the roads and floods them in very quick time. Really, it is quite scandalous that we in Australia allow this state of affairs to continue.

I understand that emphasis has to be placed on our national highways—the main traffic routes. A sum of \$31 million was spent over a seven-year programme to get the coastal highway from Carnarvon to Port Hedland. It cost \$31 million at that time, from 1967 to 1974.

In more recent times a sum of \$23 million has been spent to extend the highway from Meekatharra to Newman. That road was constructed to the standards laid down by the Commonwealth Department.

I believe Western Australia has to achieve recognition of the enormity of the Pilbara's contribution to the national economy and the standard of living throughout Australia. I believe this significance should be reflected in the assessment of the road needs in the Pilbara, and in the north of Western Australia.

In 1973 the Bureau of Transport Economics produced a report. It is a computer analysis which spelt out the projected needs for roads. I believe this report tends to be the basis upon which the Commonwealth makes its policy decisions. Obviously, it is a fallacy that the cost of freight movement should be the sole criterion upon which the transport system should be based. The transport system to the north during the construction period was fiercely competitive and operators ran their trucks into the ground on the roads to which I am referring.

In addition, the value of a road system cannot be measured solely by the tonnages and the traffic flow on those roads. The iron ore industry is highly mechanised. It is an enormous industry and traffic densities do not reflect at all the economic benefit generated; they are not as high as those areas should create, theoretically. For example, the delivery of iron ore to the port is by railway. Of course, that output is not reflected in road tonnages.

Roads are an essential component of the infrastructure for our region. Their value really can be measured only in the exports which go through coastal ports. Those exports were valued at over \$900 million last year.

I believe the Commonwealth has to recognise

that roads do, in fact, stimulate development. Road transport is the only system which has the flexibility to cope with the constructing and commissioning of these massive industries that we see in our northern region.

In addition, the Commonwealth has to look at the social role of the roads. This is the sort of thing that goes completely unrecognised by the Bureau of Transport Economics analysis of 1973. Poor industrial relations reduce the effectiveness of an area for investors. Industrial relations are largely influenced by living and working conditions. Good sealed roads largely contribute to this, and would be a major factor in removing many of these problems.

We can look at isolation in the north, and normal recreation needs. We can see the need for the family to be able to visit the seaside, which any normal family should reasonably expect to be able to do.

I have spoken on this matter, persistently, in this Chamber. My colleagues have spoken here and in another place, but I cannot recall there has ever been any excitement caused by our utterances. I do not believe there has ever been any real headline.

However, the Commissioner of Main Roads (Mr Don Aitken), attended a professional conference in Melbourne recently and he said the self-same words. His words received headline treatment. In fact, they were the subject of an editorial in *The West Australian*. I am very glad of that, because that publicity may underline to the people of Western Australia, and the rest of Australia, these very things to which I am referring tonight.

I have with me tonight the text of Mr Aitken's speech. I do not intend to read it, but I will quote from a table in it, because I believe it underlines the enormous road task facing us.

The costs of all-weather roads in the Pilbara, in the area to which I am referring, are as follows: Great Northern Highway, section from Newman to Whim Creek via Wittenoom, \$75 million for 410 kilometres. The section from Paraburdoo to Tom Price, to complete the job will cost \$7.5 million for 78 kilometres. The section from Tom Price, to Wittenoom cost \$9.1 million, for 80 kilometres. The Tom Price-Paraburdoo link to the national highway cost \$10 million for 90 kilometres. The Pannawonica access road cost \$3.9 million, for 49 kilometres.

The total cost was \$135 million to seal 1 096 kilometres. If those figures do not add up do not consider that my arithmetic has gone wrong. I have excluded one or two roads such as the

Manilya-Exmouth Road, and the Onslow access road from this essential inland task to which I am referring.

I will read Mr Aitken's final conclusion, which is as follows—

All-weather roads are vital to the efficient development and operation of the massive Pilbara resources. In allocating road funds, Governments have a responsibility to base their decisions on social needs and on economic benefits, the contribution to the national economy and standard of living which roads stimulate. Tonnages and traffic volumes are not adequate measures of the contribution of the road system.

Investors in Australia and overseas are urged by our Governments to sink billions of dollars into Pilbara developments, into industries which, rather than ask for the subsidies and high tariff protection afforded to so much Australian industry, actually pay royalties back to the Governments.

If Australia wishes seriously to attract this industry, it must be prepared to take initiatives in the provision of adequate road funds.

That is what Don Aitken said, and I say "Hallelujah".

It is interesting to note that the commissioner used the term "Governments" rather than just "Government". Clearly the State Government is rather hamstrung, because of the lack of availability of funds. I hope the Minister for Transport will make every endeavour to see that the Commonwealth Government recognises the essential need; but in addition I hope he as the Minister will see that State policies also recognise this great disability under which this very important and large component of our community in Western Australia exists.

The Hon. D. J. Wordsworth: I wholeheartedly agree with you, and we will be making a special submission to the Federal Government in the very near future.

The Hon. J. C. TOZER: I thank the Minister for that assurance. In conclusion on the matter of roads, what I am saying to the Minister is that the sequential development policy of established priorities certainly is desirable, but positive action to implement the policy cannot be delayed.

I refer now to ports, which are mentioned on page 7 of the Governor's Speech. Ports are very important to northern Western Australia. In Wyndham we have improvements with the direct loading installation, and we are to have an

extension of the berth. It will be possible to direct load grain; and, in fact, suitably graded high-grade ores or concentrates may well use this system.

Local people in Wyndham aspire to have a local port authority, and this may be something we will have to consider in the future.

The port of Derby is, of course, being downgraded and already has lost its live cattle export. In fact, the *Bakke* ships which used to pick up packaged beef no longer call at Derby.

Broome has been affected by the drop off in the regularity of State ships but, of course, it has the advantage that it is one of the ports used by the Woodside organisation to service off-shore rigs.

The Hon. D. J. Wordsworth: What do you mean about the regularity of the State ships?

The Hon. J. C. TOZER: I did not catch that interjection.

In the Pilbara we have seen the demise of Port Samson and Onslow. So as far as general purpose ports in the Pilbara are concerned we really only have Port Hedland. This is a general cargo port, of course, but it is also a port which handles the greatest tonnage of any port in Australia. It operates successfully under a port authority.

I believe there is an urgent requirement for the Government to examine, plan, and proceed with a general purpose port for the West Pilbara. The Pilbara study recommended the Nickol Bay area, and particularly Dixon Island. The demand for this general purpose port will be generated by the off-shore activities and the consequential processing activities which will take place; and, of course, the great urban population which will emerge. I do not think we can delay the planning of this project. When talking about fisheries I have already referred to the small boat harbour, and this is equally important.

Some members may recall that when I spoke on the amendment to the Marine Navigation Aids Act last year I advocated the creation of a port authority to handle port operations in the general Nickol Bay area. This advocacy gained some publicity, including publicity in a trade newspaper. The next thing I knew was that the pilots employed by Pilbara Harbour Services at Dampier were complaining bitterly, because they did not want to become civil servants. My immediate response to their complaint was, "Why would you become civil servants? You would be employed by a port authority in the same way as the pilots are employed by the port authority at Port Hedland."

This inspired me to ascertain the conditions

under which pilots at Port Hedland are employed. It was of considerable concern to me to learn that the salaries and conditions of those pilots are determined largely by the Public Service Board in conformity with what applies to the Civil Service.

I believe that an autonomous body set up quite specifically under an Act has the right to be completely autonomous, and that there is no call for the Public Service Commissioner to buy into any discussions on the salaries and conditions applicable to officers employed by the Port Hedland Port Authority.

I believe the Minister has to approve the membership of the port authority and perhaps that should be where his close influence ends.

The Hon. D. J. Wordsworth: Does that apply to the particular port authority you are referring to?

The Hon. J. C. TOZER: It certainly applies to the Port Hedland Port Authority, and that is the only port authority in the North Province. I believe what we have in the Port Hedland Port Authority is a sensible marriage of mining, commercial, and municipal interests, and that authority is doing a colossal job. There is no way we can compare the Port Hedland Port Authority with port authorities in Bunbury, Albany, Esperance, or Geraldton, because those ports are dependent on the Government for their development and, indeed, for their operating costs.

It seems to me the less interference the Government has in the operation of autonomous bodies such as the Port Hedland Port Authority, the better it will be for all concerned. If in fact the result of the proposal in respect of the Nickol Bay port authority is that we create another group of civil servants working there, then I withdraw my advocacy for that course of action. I believe it may be better to allow the companies to continue to operate the port—Hamersley Iron, Cliffs, and, of course, Woodside in the near future. I believe there is no earthly reason that the Port Hedland Port Authority should not have full authority to determine the salaries and conditions enjoyed by its officers.

These pilots include the best and most experienced big ship pilots in Australia. Indeed, they are on a par with the best in the world, because in fact they are the most experienced men in this field. Incentives must be offered to attract the right people to this job. These men take out ships carrying 160 000 tonnes of ore through 10 miles of curving channel that is 600 feet wide. The ships are over 1 000 feet in length, and the pilots take them out in conditions of high tidal movements, and high winds. The slightest error of

judgment on their part could result in Port Hedland being closed until God knows when. They are professionals in their task.

The Hon. D. J. Wordsworth: I hope other pilots are professionals, too.

The Hon. J. C. TOZER: These men really have a future only in Port Hedland. Every man who comes to do the job is accepted as a fully qualified, ticketed, and experienced master mariner, but he still requires six months of training before he is permitted to bring in a big ore carrier. It would be very easy for these men after a period of training to seek to go to some more benign climate, but there is a convention which almost prohibits them from transferring to another port authority. In other words, their future is bound to the Port Hedland region.

In point of fact, to illustrate how this can work out, we had a situation in which one pilot wished to leave Port Hedland for family reasons, and he had to take a job as third mate on the *Cape Don* looking after Commonwealth lighthouses. At some future time he will be able to transfer to a higher level in the Commonwealth service, and more than likely he may become a pilot for, perhaps, the Fremantle Port Authority.

The Hon. H. W. Gayfer: Obviously the men do not attach the importance to their job that you attach to it.

The Hon. J. C. TOZER: This person was an exceptional case who had to leave for family reasons. I believe the port authority has a right to offer incentives to pilots to keep them in Port Hedland.

The Hon. G. C. MacKinnon: The conditions on the *Cape Don* are not bad. He would work about 24 weeks a year for a full year's pay.

The Hon. J. C. TOZER: In the early days of the Port Hedland authority there was a tendency for the Government to interfere per medium of the Public Works Department and the Harbour and Light Department. However, once it was established that the port authority could run a commercially viable and fully integrated port operation, as opposed to what we would find in Esperance, Geraldton, and other places, those professional and technical departments withdrew. In fact, the only contact the port authority has with them now is that it confers with them on the basis of a professional consultancy arrangement.

I gain the impression, and this worries me, that the Minister tends to be more sympathetic to the Public Service Board than to the Port Hedland Port Authority. Really, I do not think that is appropriate for a man who has the responsibility for the good management of ports in Western

Australia, and particularly for a man who carries the Liberal colours.

I refer now to that part of page 7 of the Governor's Speech wherein hospitals are mentioned. We heard the Governor speak of work being done in respect of two or three hospitals. Naturally, I am pleased we are seeing extensive alterations to the hospitals at Broome and Derby. We have seen the major rebuilding of the Port Hedland hospital in a remarkably short time following Cyclone Joan two years ago. We now have an excellent hospital at Port Hedland.

Karratha is the area which concerns me tremendously. In Karratha at the moment there is a community of upwards of 6 000 people, and that will double at least in the next five years; possibly it will triple. However, we have no hospital in Karratha.

The situation at the moment is not critical, and I must say that I am not critical of the planning of the Medical Department. We have 20 beds in the old hospital at Roebourne, and we now have 40 beds at Dampier of which 20 were supplied by the Hamersley Iron company and subsequently 20 were added by the Government. We also have 16 beds provided by Cliffs at Wickham.

In Karratha we have a small community health centre; and, of course, as the Minister for Health told us the other day, when opening the community health centre at Port Hedland, such a centre cannot be regarded as a cheap substitute for a hospital.

By its utilisation of hospitals at Dampier, Roebourne, and Wickham the Government has tended to defer the evil day when we have to embark on a multi-million dollar project. To date this policy has been acceptable but time is running out. I hope the Leader of the House will inform Mr Ridge and the Treasurer that we cannot be caught unprepared for the great expansion that we will see in this area and that it is quite essential that we embark now on the planning of the Karratha Hospital and ideally start it just as soon as possible so that we will not be unprepared when the demand becomes irresistible in the course of the next few years. Let us not forget that it is during the construction period that the greatest demand on a hospital occurs.

I turn now to "Tourism". I am referring to page 8 of His Excellency's Speech. We see under the heading of "Tourism" the urgent need for major improvements at the Perth airport. We have to remember that we should be looking at travel rather than tourism and that the commercial, industrial, and sociological aspects of

travel become terribly important. This brings me again to one of Mr Wordsworth's portfolios—the question of air transport.

It is terribly important that we make every effort to stress to the Commonwealth Department of Transport that an airport of international standards has to be provided in the Pilbara. I am not talking only about South-East Asian holidays for tourists travelling between the Pilbara and the South-East Asian area. I am thinking of the colossal demand that is going to be made by commerce, industry, and construction organisations during the coming years. It will be worth hundreds of thousands of dollars and will probably recoup that department if it goes ahead and provides for this great influx of travellers which we are going to see. People will be seeking to go directly from overseas to the Pilbara coastline.

This is nothing new. We have been talking about a major airport in the Pilbara for a long time and even in 1971, when the Australian National Travel Association produced a document entitled "Travel Industry Appraisal and Recommendations", one of the recommendations said—

Major domestic airlines should be encouraged to make an approach to the DCA to issue a licence to operate a service from the eastern states via Alice Springs to the Pilbara.

That relates to airlines rather than airports, but of course they go hand in hand.

The domestic need is equally as great because people will be coming from Melbourne, Sydney, and Canberra; and also people will be entering from the United States and seeking to go to the Pilbara without staying overnight in Perth. There is a great need to upgrade an airport in the Pilbara and this decision also cannot be delayed.

One other comment that His Excellency made related to lower fares. My goodness, if there is anywhere where lower fares are needed it is in the north of Western Australia. Let us not criticise the operator there; let us not criticise the two-airline system for this. It is just indicative of the colossal cost structure which anyone who lives, works, or aspires to carry out a business in the north-west has to put up with.

I turn to the heading of "Housing" on page 8. I have marked the sentence which reads—

Sustained strength in permanent building societies loan approvals is evident.

Permanent building societies collect an awful lot of savings in the north of Western Australia.

Every MMA office is now an agency for the Perth Building Society, for example.

I have done some investigation on this matter and I find that the building societies are interested only in the major towns; and when they talk of major towns they talk of Karratha and Port Hedland alone. Even though a very small number of loans have been provided by permanent building societies generally in the north, they collect a lot of money and they are very hesitant and exacting in their demands before they are prepared to lend money to people to proceed with home building.

I know there are other problems. I know that the great cost not only of land but also of building is a considerable deterrent. We had the problem of leasehold land on which they would not lend money, but fortunately this is one of the items for which I congratulated the Minister for Lands and this problem has been removed. We do not get a fair deal in the north from the permanent building societies, despite what His Excellency has said in his Speech, and I hope that the Minister for Housing can urge a more tolerant view in this respect.

With regard to terminating building societies there is a marked difference and for the private home builder this has been somewhat of a saviour. But unfortunately terminating building societies have limited funds and their ability to get more funds is determined by their past performance; and, of course, they cannot perform if they do not have the finance to provide funding for building in the first instance. However, we are breaking down this situation and in point of fact terminating building societies are doing a very creditable job.

I ask the Leader of the House to pass on my message to Mr O'Connor to use his good offices to secure a greater proportion of the 5½ per cent funding that has been made available to the building societies for northern home builders so that that colossal cost burden that they have to carry can be offset by this lower interest rate. Also I think he should relax the maximum earnings that determine eligibility for a low interest building society loan.

In addition, His Excellency refers to rental homes. Last year when I was speaking to the Supply Bill I spoke of the programme for rental homes and I said that 1 200 families in Karratha and Port Hedland are living in caravans on a permanent or a semi-permanent basis. I do not believe that situation has improved. Northern members have received an undertaking that special funding will be made available but we have had no advice yet to that effect. Again I ask

that Mr O'Connor advise when we are going to see this desperate situation cured by a special allocation of funds, possibly outside the normal Commonwealth-State arrangements, for home building in the north generally, but particularly on the Pilbara coastline.

With the forthcoming development of offshore gas we will see again the situation that we saw in the late 1960s in Port Hedland when families were living on beaches and in packing cases. The situation will become quite desperate once again.

I am not going to say anything about public works other than it is terribly important to note that the Newman Mining Company is paying half of the \$20 million for the De Grey River scheme which His Excellency said is one of several major water projects under way in the Pilbara area.

The last item about which I wish to talk is "Regional Administration". I have spoken on this matter at length in the past but the passing of time has not altered my opinion of the operation of regional administrators. The two officers in my area are wonderful men and have done a great job, but there are deficiencies in the—

The Hon. H. W. Gayfer: Who are they?

The Hon. J. C. TOZER: The Kimberley regional administrator is Mr Ian Johnson and the Pilbara regional administrator was Syd Rowe who has just resigned from the Government service to take up a job as an executive with the Woodside company. This may serve to explain why I make some of my comments. These two officers have done a very creditable job and, as His Excellency said—

The Government's regional administration programme is gaining recognition and acceptance among communities' and local Government with Administrators and staff resident in the seven regions.

That is right; they are gaining acceptance in the community and with local government.

I do not want to reiterate in full what I said last time at great length, but what I will say is that the status of these regional officers has to be increased. I will say also that the title is most unsuitable until they start doing some administering; and that is not what they do at this stage. I will say thirdly that there is still a lack of co-ordination between the Department of Industrial Development and the Department of Regional Administration. Indeed, many of their efforts are parallel and, that being the case, they may tend to be counter-productive in some instances.

Getting away from the Department of Regional

Development but talking of the regionalisation concept generally, some departments have not put into effect the true meaning of regionalisation. For some unknown reason within the Civil Service, whether it is on the administrative side, the technical side, or the professional side, the middle level officer has built up the feeling that by the time he gets to a rung about in the middle of the ladder he finds himself in a carpeted and airconditioned office in St. George's Terrace. I believe that is exactly wrong, that instead of these fellows all gravitating into the centre by the time they are middle level officers they should be going out from the centre where they have been and getting their promotion in the field right up to the stage where they are almost deputy directors or deputy under-secretaries and then the best of them can be promoted to that central job. We are all basically wrong in seeing that promotion as being inwards to the centre instead of outwards to the regions. Where our regionalisation is falling down is largely the fact that departments themselves are not applying what surely must be regarded as the essence of the regional concept.

I admit that the Pilbara provides probably a unique region. It is probably the only real, geographically definable, and homogeneous region with a fairly uniform community of interest throughout the region; and it is not easy to see the regional concept applying in other regions as well as it can and should apply in the Pilbara.

I believe the concept is too good to allow it to fail. I hope, Sir, that everyone connected with the Government, the Ministers and departmental heads, can examine their departments and see the manner in which they can make the concept work.

Excellent work is being done by the Department of Regional Administration. I have no doubt about that. I know it is being done; but, in some instances, it can be performed equally well or better by the statutory department set up to service that particular aspect of our community activities.

I do wish to talk about the last item in the Governor's Speech which refers to legislation. As far as the Local Government State Grants Commission Act is concerned, I shall certainly have something to say about it when it comes before the House. In addition, I am pleased that the judicial inquiry into the Electoral Act has been set up and I look forward to the day when we have a Bill to amend the Electoral Act before us in this Chamber. The Bill I am referring to is the one which will arise out of the recommendations of the judicial inquiry, just in case Mr Hetherington has the wrong idea.

I look at the very last sentence uttered by His Excellency on that day where he said—

...and trust that Providence may bless your labours.

Providence is written with a capital "P". Of course, we have a good understanding of what is meant, but it did occur to me that the meaning may be slightly different if providence were written with a small "p". Upon referring to my Little Oxford Dictionary, I find that "providence" means "foresight, timely care, thrift, beneficent care of God and nature". I support that notion.

I then looked up "thrift" in my Little Oxford Dictionary and I find it means "economic management". So I had hoped in fact as well as the capital "P" Providence blessing our labours that small "p" providence will guide our labours and we will work with foresight, timely care, economic management, and beneficent care. I support the motion.

Debate adjourned, on motion by the Hon. M. McAleer.

ADJOURNMENT OF THE HOUSE

THE HON. G. C. MacKINNON (South-West—Leader of the House) [10.03 p.m.]: I move—

That the House do now adjourn.

Minister for Transport: Allegation of Shareholding

THE HON. R. G. PIKE (North Metropolitan) [10.04 p.m.]: It is with reluctance that I rise during the adjournment motion, but I have something to say which will take only a few minutes of the time of the House. I refer to an action that took place in another place this week wherein a member of that House impugned the integrity of a Minister who sits in this House.

I think it is a matter of grave concern for this House, because we know that Minister has integrity and I believe it is necessary for the majority of this House to say so. The charge itself in my judgment was one which was very simple to check in the Companies Office and it probably was checked! But subsequent to that checking this slur or doubt was cast. I believe the purpose was to cast doubt upon the Minister's integrity, notwithstanding the fact that with the most elementary kindergarten knowledge a member of the other place or this place would have been able to reveal at the outset, the lack of substance in the charge that was made.

I believe, Sir, that the leader of the member in the other place has recently spoken on the need for a cessation of name calling and headline

hunting in State politics; the need for co-operation and agreement. I believe, as a member of this House, that this has been a very dismal exercise and an exercise in cheap political point scoring shown by these two facts: The first is that perhaps it was an exercise in hypocrisy, because an opportunity was seen to denigrate by allegations and secondly there was the additional illustration of lack of control of members by their leader in the other place.

I believe it behoves this House to register its concern, almost its complaint, at this petty-fogging, confusing politics which tends to ignore the real issues that should be debated by Parliament. Therefore, I take this opportunity of saying so.

The Hon. D. J. Wordsworth: Thank you.

Question put and passed.

House adjourned at 10.05 p.m.

QUESTIONS ON NOTICE

WATER SUPPLIES

Minor Works Cost

79. The Hon. G. E. MASTERS, to the Attorney General representing the Minister for Works:

- (1) Is the Minister aware of the enormous rise in costs for minor works quoted to householders by the Metropolitan Water Supply: for example, a quotation for a standard 4" main extension a distance of 410 metres at a cost of \$15 565, this for a single house?
- (2) Would the Minister consider permitting householders to obtain quotations from qualified contractors in the provision of this service?

The Hon. I. G. MEDCALF replied:

- (1) No. To extend the main for one house in this location would be quite unrealistic. The inquiry concerns a rural property at Stoneville at the extremity of the Metropolitan Water Board system and involves excavation in rock.
- (2) Yes. A non-rateable service can be provided on the usual terms with the householder installing his own pipe by private contract.

ROAD TRAFFIC AUTHORITY

Staff

80. The Hon. D. K. DANS, to the Leader of the House representing the Minister for Police and Traffic:

- (1) (a) How many additional men were taken on in the RTA last year;
- (b) in which month were the extra men taken on; and
- (c) how many policemen were employed in the RTA at that time?
- (2) (a) Has the RTA advertised in the *Police Gazette* for new positions in its ranks;
- (b) if so, how many positions;
- (c) how many applicants were there for the positions; and
- (d) when do applications close?
- (3) What were the minimum and maximum number of patrolmen on Perth metropolitan roads for—
- (a) each month in the past six months; and
- (b) March 1977

The Hon. G. C. MacKINNON replied:

- (1) (a) 23.
- (b) November and December, 1977.
- (c) As at 31 December, 1977—533.
- (2) (a) Yes.
- (b) There are 36 vacancies.
- (c) See answer to (2) (d)
- (d) 19th April.
- (3) It would not be possible to answer the question in the form asked. In any event it has never been policy to reveal how many Patrolmen are on the road at any time or where they are deployed.

REGIONAL DEVELOPMENT

Administrators and Offices

81. The Hon. T. McNEIL, to the Leader of the House representing the Premier:

- (1) How many Regional Administrators have been appointed?
- (2) For what regions?
- (3) With respect to each Regional Office—
- (a) what is the composition of staff;
- (b) how many vehicles are at their disposal; and
- (c) what are the running costs including wages and salaries?

The Hon. G. C. MacKINNON replied:

- (1) 7.
- (2) Kimberley, Pilbara, Gascoyne, Greenough, Goldfields, South West, Great Southern.

- (3) (a) For Kimberley, Greenough, South West, Great Southern, the staffing is Administrator, Assistant Administrator, research officer and typist. For Pilbara the staffing is Administrator, Assistant Administrator, research officer, adviser, clerk and two typists. For Goldfields the staffing is Administrator, Assistant Administrator, research officer, adviser, typist. For Gascoyne the staffing is Administrator, research officer and typist.
- (b) Two vehicles in each Region except Gascoyne which has one.
- (c) 1977/78 financial year to 31st March

	\$
Kimberley	60 670
Pilbara	85 969
Gascoyne	36 039
Greenough	39 841
Goldfields	58 419
South West	46 039
Great Southern	34 890

TOTALISATOR AGENCY BOARD

Race Clubs' Revenue

82. The Hon. N. McNeill for the Hon. T. KNIGHT, to the Leader of the House representing the Chief Secretary:

- (1) Since the inception of the Totalisator Agency Board, what moneys have been lent to Western Australian Race Clubs?
- (2) At what rates, and under what conditions?
- (3) How much of the money is still outstanding?
- (4) To which clubs did the money go, and what amount to each club?
- (5) What clubs have received money from the Racecourse Development Trust, and how much to each club?

The Hon. G. C. MacKINNON replied:

(1) to (4)—

Club	Amount Advanced	Rate %	Term	Balance Due (1/4/78)	Date of Loan
	\$			\$	
W.A.T.C.	100 000.00	6.50	20 years	60 171.10	1/5/67
W.A.T.C.	20 000.00	7.00	4 years	Nil	12/2/70
W.A.T.C.	14 700.00	7.00	12 months	Nil	7/71
Bunbury	1 000.00	6.50	10 years	Nil	22/12/67
Bunbury	113 241.65	7.00	48 years	111 398.24	1/10/72
Esperance	1 000.00	7.75	10 years	686.39	1/11/73
Narrogin	3 000.00	1.00	20 years	1 687.32	1/12/68
Narrogin	5 000.00	7.00	20 years	3 944.52	1/11/70
Northam	4 000.00	6.50	10 years	284.78	1/8/68

Club	Amount Advanced	Rate %	Term	Balance Duc (1/4/78)	Date of Loan
	\$			\$	
Northam	4 000.00	6.50	10 years	524.50	1/4/69
Northam	100 000.00	7.00	30 years	97 871.24	15/11/70
Pinjarra	65 000.00	6.50	30 years	63 047.95	1/2/69
Pinjarra	15 000.00	1.00	30 years	15 000.00	1/1/69
Toodyay	20 000.00	7.00	20 years	14 994.79	1/2/70
Toodyay	7 000.00	7.00	20 years	5 522.29	5/6/70
York	10 000.00	1.00	50 years	10 000.00	1/12/68

Although the above loans have been made by the Totalisator Agency Board, current policy is that future advances will be from the Racecourse Development Trust Fund.

(5)—

	\$
Kimberley Goldfields	
Amateur Jockey Club.....	1 000
Pinjarra Race Club.....	66 000
Albany Race Club.....	31 000
Albany Trotting Club.....	20 000
Esperance Bay Turf Club....	16 000
Bunbury Trotting Club	24 000
Busselton Trotting Club.....	12 175
Kalgoorlie/Boulder Racing Club.....	20 000
Golden Mile Trotting Club ..	20 000
Bunbury Race Club.....	28 277
Toodyay Race Club.....	20 000
Mt. Barker Amateur Race Club.....	2 000
Cunderdin Trotting Club	30 000
Williams Trotting Club.....	6 000
Broome Turf Club.....	5 000
Katanning Race Club.....	2 500
Pingrup Race Club.....	3 500
Kojonup Polo and Polocrosse Club.....	2 500
Nyabing Racing Club	2 500
Merredin Trotting Club	30 000
York Jockey Club.....	45 000
Geraldton Turf Club	27 000
Wagin Trotting Club.....	15 000
Kambalda Trotting Club.....	2 000
Carnarvon Race Club.....	5 000
Harvey and Districts Trotting Club.....	16 000
Leonora Racing Club.....	2 000
Wiluna Picnic Race Club.....	1 000
Northam Trotting Club.....	10 000
Mt. Magnet Race Club.....	1 000
Port Hedland Amateur Race Club	5 000
Northam Race Club.....	35 368
Wyndham Turf Club.....	3 500
Moorra Race Club.....	1 368
Kellerberrin Trotting Club...	2 515.04
Mingenew Yandanooka Amateur Turf Club.....	2 100
Beverley Race Club.....	15 000

Pinjarra Trotting Club.....	45 000
Katanning and Districts Trotting Club.....	4 500
Marble Bar Race Club.....	2 500
Total allocated to 12th April, 1978	\$583 303
	4

ROAD TRAFFIC AUTHORITY

Statistics

83. The Hon. D. K. DANS, to the Leader of the House representing the Minister for Police and Traffic:

Adverting to the answers to part (8) of my question No. 41 of the 4th April, 1978, if figures which detail the number of motorists stopped by patrolmen and the reasons, have never been collated on a weekly basis for the Minister, why have they previously been made available to the Press, both through the RTA and the former Minister for Police?

The Hon. G. C. MacKINNON replied:

I am advised that on occasions, when requested by the media, information relating to the number of persons apprehended for drink driving offences and the number of charges, cautions and infringements issued, has been provided. These have been for a specific period such as a long weekend, Easter or Christmas period.

QUESTION WITHOUT NOTICE

PROBATION AND PAROLE

Interim Report

The Hon. F. E. McKENZIE, to the Attorney-General:

Will he table in the House a copy of the interim report of Mr K. H. Parker, QC, concerning the inquiry into probation and parole?

The Hon. J. G. MEDCALF replied:

I am indebted to the honourable member for forwarding to my office a copy of his question, the reply to which is as follows—

The interim report was by way of a progress report only, for information of Cabinet. It is anticipated the final report will be tabled in due course.