

move out of the line of traffic because I could not see what was coming. Very quickly the whole of the street was blocked and everyone was tooting me to try to get me to move on. There was no alternative but for me to move my car forward and, as I did so, from very close into this vehicle came a fellow on one of those very little scooters. Because I had good brakes, I was able to stop and he was able to go in front of me. However, if I had gone another yard further, he would have been underneath my car.

Bus stops should be most jealously guarded and reserved specifically for buses. Anyone who parks on a bus stop commits one of the worst offences possible because if a bus comes along and there is no room for it to draw into the bay, it has to park one vehicle wide in the street. Then all traffic following must stop, because it is impossible to see around the bus, and should any driver attempt to drive around it he would be committing a traffic breach. So I appeal to the appropriate Minister to request the Metropolitan Transport Trust to direct its drivers to report the number of any vehicle that is parked on a bus stop. Further, when a driver is convicted for this offence he should be penalised with a heavy fine.

I now wish to speak about traffic lights. I have referred to them before. I know I have been criticised for saying that there are too many "Stop" signs and too many sets of traffic lights in and around the metropolitan area, but I am still of the same opinion. At the intersection of Hampden Road and Stirling Highway, there are so many lights that one becomes confused as to which light one must obey, and recently at that intersection there have been three accidents within three weeks. Therefore, in my opinion, that supports my argument that traffic lights do not achieve everything that is expected of them.

My suggestion is that instead of having these traffic lights operating every day of the week, and every hour of the day, they should be used only during those times when there is peak traffic; that is, from, say, Monday morning until Saturday midday. At present it is ridiculous that these lights should be in operation every hour of the day on Sunday in the same way as they are operating on other days of the week. My reason for saying that is that if one is driving a vehicle down St. George's Terrace on a Sunday one is often unnecessarily held up at traffic lights before they change to green and one can proceed on one's way.

In Sydney and in other capitals in the Eastern States the traffic lights do not operate on Sundays or on holidays when traffic is light. Therefore, the Government should further review this problem to ascertain if something can be done to put the traffic lights out of operation at the weekend. If the traffic is light and there are no vehicles in sight at any inter-

section, there is no reason why a driver should be prevented from going on his way. The traffic lights should not be against him. There is no reason why he should not have free access along the road.

When a driver is delayed unnecessarily at traffic lights he becomes irritable and he is more inclined to make a mistake and become involved in an accident when he is in such a state of mind. I make an appeal to the Minister for Police to have another look at the regulations governing "Stop" signs, with a view to replacing them with "Give Way" signs.

The Hon. F. J. S. Wise: Do you take notice of the "No Standing" signs, because one must stand where it says "No Standing"?

The Hon. A. R. JONES: Yes, that is quite true. I suggest to the Minister who is in control of traffic lights that he should make inquiries to ascertain if something can be done to prevent this pin-pricking caused by unnecessary traffic regulations to which the motorist should not be subjected. I realise that all members are waiting for me to resume my seat, so I will now conclude my remarks.

Debate adjourned, on motion by The Hon. F. J. S. Wise.

House adjourned at 4.34 p.m.

Legislative Assembly

Thursday, the 11th August, 1966

CONTENTS

	Page
ADDRESS-IN-REPLY: SIXTH DAY—	
Speakers on Motion—	
Mr. Dunn	316
Mr. Elliott	296
Mr. Molr	298
Mr. Rushton	306
Mr. Sewell	313
QUESTIONS ON NOTICE—	
Electricity Supplies: Connections at Weekends	290
Gas Coal: Supplies at Collie	294
Health—	
Cardiac Implantable Pacemakers—	
Comparison between Local and Imported Units	291
Market Survey into Usage	290
Qualification for Financial Assistance	291
Fluoridation of Water Supplies: Introduction of Legislation	294
Land at Lesmurdie—Resumption from W. J. Lucas: Settlement	294
Ombudsman—Appointment: Government Attitude	293
Ports in the North-West—	
King Bay: Non-proclamation as a Port	293
Master Mariners: Complaint	292
P.W.D. Goods Yards and Offices—Carnarvon: Future Use	290
Railway Wagons—Reflector Lights: Attachment at Esperance	295
Roads—	
Leifroy Road, Fremantle: Completion to Coastline	294
Stock Road Freeway—Properties Affected: Sewerage Connections and Rates	293
Tourist Coaches: Restriction on Use of North-West Hotel Accommodation	290
Town Planning—	
Albany: Recreation Reserves, and Value	292
Non-conforming Use of Land: Meaning and Effect	292

CONTENTS

	Page
QUESTIONS ON NOTICE—continued	
Traffic—	
Albany Highway-Welshpool Road-Shepperton Road Intersection—Traffic Lights and Traffic Rotary : Installation	294
Crosswalks—Kelmescott and Busy Towns : Provision	290
War Service Land Settlement—Rocky Gully Farm : File and Contract of Sale	295
Workers' Compensation—Examinations : Full Attendance of Medical Board	294
QUESTIONS WITHOUT NOTICE—	
Kling Bay—Master Mariners : Complaint	295
Margarine : Increased Quotas	296
Standard Gauge Railway—Belfast Packing Machine : Nuisance	295
Town Planning—Non-conforming Use of Land : Meaning and Effect	296

The SPEAKER (Mr. Hearman) took the Chair at 2.15 p.m., and read prayers.

QUESTIONS (21): ON NOTICE

ELECTRICITY SUPPLIES

Connections at Weekends

1. Mr. DUNN asked the Minister for Electricity:

In order to promote public relations, can arrangements be made to establish a point where customers who desire the power to be connected on a Saturday or Sunday can pay the necessary deposit and have the power connected?

Mr. NALDER replied:

No.

CROSSWALKS

Kelmescott and Busy Towns: Provision

2. Mr. RUSHTON asked the Minister for Police:

- (1) Does he agree that townships sited on both sides of busy highways should have at least one crosswalk to protect the elderly and young?
- (2) Will he agree to the provision of one lighted, adequately signed crosswalk in the township of Kelmescott to service the community in general and the elderly men and women and young children in particular?

Mr. BOVELL (for Mr. Craig) replied:

- (1) Only if the pedestrian/vehicle conflict figure warrants the provision of a pedestrian crossing.
- (2) If a crossing is justified in accordance with the formula laid down by the conference of State traffic control engineers, and other relevant facts, it would be given lighting and sign protection.

TOURIST COACHES

Restriction on Use of North-West Hotel Accommodation

3. Mr. NORTON asked the Minister for Transport:

- (1) Is it a fact that when an application was made by a tourist bus

company for a license to operate tourist coaches through the north-west one of the conditions was that they were not to use hotels for their overnight stops and would have to find alternative accommodation?

- (2) If the answer is "Yes", what was the reason for this condition?

Mr. O'CONNOR replied:

- (1) The application was to operate safari type tours, the essential characteristic of such tours being that the operator provides camping and similar accommodation. The license granted was conditioned accordingly.
- (2) Tourist operators are required to provide accommodation for their patrons. Such accommodation in the north-west is limited and accordingly safari type tours are encouraged.

P.W.D. GOODS YARDS AND OFFICES
Carnarvon: Future Use

4. Mr. NORTON asked the Minister for Works:

- (1) Has any decision been made regarding the future use of the goods yards at Carnarvon?
- (2) Have any plans for subdivision or any suggestions or requests been made in respect of the future use of the goods yards?
- (3) Is it intended to shift the administrative offices of the P.W.D. at Carnarvon to the new depot site at East Carnarvon?

Mr. ROSS HUTCHINSON replied:

- (1) The goods yard is no longer required for port operation, but no firm decision has been made regarding its future use.
- (2) Certain buildings are still leased, with tenancy requested for a further six months. Meanwhile the rail system will be lifted to clear the goods yard area. No plans for subdivision have been made.
- (3) No.

CARDIAC IMPLANTABLE PACEMAKERS
Market Survey into Usage

5. Mr. GRAYDEN asked the Minister for Industrial Development:

Has his department been requested to conduct a market survey into the usage of cardiac pacemakers in Australia, and are the survey results available?

Mr. COURT replied:

Yes. The Department of Industrial Development enlisted the aid of the National Heart Foundation which at that time was con-

ducting a survey into the usage of cardiac pacemakers throughout Australia.

The results of the survey, based on information supplied by 13 cardiac surgery units in six States, revealed that from April, 1961, until the first few months of 1965, 191 implantations in 127 patients were made, 61 of which were made at the Royal Perth Hospital.

Qualification for Financial Assistance

6. Mr. GRAYDEN asked the Minister for Industrial Development:

Will he consider the clinical usage of Royal Perth Hospital cardiac pacemakers at Royal Perth Hospital during 1963-65 as qualification to the initial requirement of his department for financial assistance?

Mr. COURT replied:

Departmental requirements for financial assistance for the Royal Perth cardiac pacemaker include clinical acceptability together with proof of reasonable market prospects.

I am advised that this pacemaker is no longer used by the Royal Perth Hospital. It has been superseded by improved commercial pacemakers now available.

In the opinion of the thoracic surgeons of the Royal Perth Hospital these pacemakers are superior and more reliable than the Royal Perth Hospital cardiac pacemaker.

Comparison between Local and Imported Units

7. Mr. GRAYDEN asked the Minister representing the Minister for Health:

(1) Will he advise—

(a) the number of patients treated with implantable cardiac pacemakers during the past five years and the number of those patients likely to require replacement pacemakers;

(b) the maximum number of surgical operations and quantity of pacemakers any one patient has received;

(c) the Royal Perth Hospital's expenditure in treating patients with cardiac pacemakers;

(d) if any patient in Western Australia has died for reasons directly related to catastrophic failure of commercial cardiac pacemakers?

(2) Is he aware—

(a) that manufacturers of cardiac pacemakers specify a theoretical battery life of 3-5 years and one leading U.S.A. manu-

facturer recommends prophylactical replacement of pacemakers after fifteen months' service;

(b) that Royal Perth Hospital have imported the same makes of cardiac pacemakers for the period of 1961-66 and that the importation difficulties remain unaltered?

(3) Is it a fact—

(a) that the Royal Perth Hospital undertook the assembly of cardiac pacemakers to minimise hospital expenditure in importing cardiac pacemakers;

(b) that the standard of electronic components incorporated in the design of commercial pacemakers is inferior to the specification of components in the Royal Perth Hospital cardiac pacemaker?

(4) Has his attention been directed to the 1965 Australian National Heart Foundation report and the 1965 I.E.E.E. International Convention record of the symposium of biomedical engineering March 22-26, 1965, as both these records provide data relevant to the therapeutic performance of cardiac pacemakers including the latest improved commercial pacemakers used at Royal Perth Hospital?

(5) Will he give the reasons for considering the unreliable and restricted life performance of present commercial cardiac pacemakers adequate for medical treatment?

(6) Is he aware that the department of cardiac surgery of Royal Perth Hospital is prepared to assist with the further development of the Royal Perth Hospital cardiac pacemaker and will he provide assurances that clinical research trials will not be jeopardised by reasons unrelated to medical survival?

(7) Is he also aware the following annual import quotas of cardiac pacemakers have been supplied to Royal Perth Hospital and will he advise the reason for the information supplied to him being at variance to the following schedule:

Year	Imported from Sweden	U.S.A.	Local Manufacture R.P.H.
1961	2
1962	13	2	...
1963	12	3	...
1964	9	...	7
1965	22	12	...
1966	7	8	...
	65	20	7
* Expenditure	\$28,080	\$17,360	\$4,200
Total	\$49,640		

* Calculated on current commercial price.

Mr. ROSS HUTCHINSON replied:

- (1) (a) The number of patients treated with implantable cardiac pacemakers during the past five years is 40, and the number of those patients likely to require replacement pacemakers is 26.
- (b) The maximum number of surgical operations performed on any one patient is 11; the number of pacemakers any one patient has received is 6.
- (c) As stated previously, the cost of treating patients varies with every patient—an assessment would be difficult to obtain. However, as also stated previously, the cost of purchase of cardiac pacemakers 1962-1966 is \$29,526.
- (d) No.
- (2) (a) It is true that the manufacturers of cardiac pacemakers specify a theoretical battery life of 3 to 5 years; however, prophylactical replacement after 15 months only applies to one particular brand of pacemaker manufactured prior to January, 1964, and did not imply that all pulse generators manufactured prior to that date would fail at 15 months.
- (b) Yes, but there have been no serious importation difficulties.
- (3) (a) Primarily the objective was to improve upon the then available cardiac pacemaker, with economy as a possible secondary consideration.
- (b) No.
- (4) No, but responsible persons at Royal Perth Hospital have access to both publications.
- (5) Cardiac pacemakers at present in use have proved very reliable in clinical use.
- (6) I am not aware that thoracic surgeons, Royal Perth Hospital, are prepared to assist with the further development of the Royal Perth Hospital cardiac pacemaker; however, the senior thoracic surgeon, Royal Perth Hospital, is open to consultation in this matter.
- (7) The information previously supplied is believed to be correct.

TOWN PLANNING

Non-conforming Use of Land: Meaning and Effect

8. Mr. GRAYDEN asked the Minister representing the Minister for Local Government:
 - (1) What is the full meaning of "non-conforming use" under the Town Planning and Development Act?

- (2) Have the Starhaven caravan park at Scarborough and Mrs. Gracie's caravan park at Waterman's Bay any rights under the "non-conforming use" clauses in the above Act?
- (3) Would a local authority be legally entitled to introduce by-laws which would have the effect of forcing businesses which have "non-conforming use" rights out of business?

Mr. NALDER replied:

- (1) As defined in section 12 (2a) of the Act.
- (2) No.
- (3) No. By-laws cannot extinguish non-conforming use rights under the Town Planning and Development Act.

Albany: Recreation Reserves, and Value

9. Mr. HALL asked the Minister representing the Minister for Town Planning:
 - (1) As the Town Planning Board has the power to require subdividers to set aside land for recreational purposes, can he advise the acreages reserved for the aforementioned purposes in the Albany Shire and Albany Municipality?
 - (2) What is the value of the land held for recreational purposes in the Albany Shire and Albany Municipality?

Mr. LEWIS replied:

- (1) No, figures are not available.
- (2) The current valuation of the land is not known.

PORTS IN THE NORTH-WEST

Master Mariners: Complaint

10. Mr. TONKIN asked the Minister for Works:
 - (1) What is his reply to the "increasing concern" of the members of the Western Australian Branch of The Company of Master Mariners "in the apparent neglect of control of State ports and adjacent waters" "particularly with delay of the present State Government in gazetting new port areas in the north-west"?
 - (2) Is it not desirable, as is claimed by the master mariners, that all W.A. ports, especially those in remote areas increasingly used by foreign flag vessels, be duly gazetted so that the complete coastline and navigable waters of the State will be fully controlled and protected by State harbourmaster pilots?

- (3) (a) At what time or in what event will it be thought "desirable and necessary for the State to take control";
- (b) whose opinion will be acted upon—that of Hamersley Iron Pty. Ltd. or the Government;
- (c) upon what criteria will the judgment be formed?

King Bay: Non-proclamation as a Port

- (4) Is the policy of not proclaiming King Bay a port in accordance with advice from officers of the Harbour and Light Department?
- (5) Does the Government undertake to indemnify masters and seamen who may be deprived of the protection afforded by the Merchant Shipping Act or the Marine Act because an occurrence which gives rise to a claim for damages took place in a port which was not proclaimed as such?

Mr. ROSS HUTCHINSON replied:

- (1) During the Government's negotiations with Hamersley Iron Pty. Ltd., it was felt that the company would be allowed to operate the port it was constructing only until such time as the development of other traffic and possibly another major joint user of the port made it desirable and necessary for the State to take control. In general it has been decided not to gazette the port during the construction period. However, the Government has power to proclaim the port, should the need to do so arise, in the public interest or for some substantial reason. It is pointed out that this power is in no way weakened through allowing the company to operate the port during the critical construction period.
- (2) Generally speaking this is desirable.
- (3) (a) and (b) The Government will determine the time when the proclamation of the port will be made.
- (c) (i) The Government's desire at the appropriate time to proclaim the port.
- (ii) The company's construction programme.
- (iii) The interests of other parties and port users.
- (iv) Manner of control of the port and standards of conduct observed by Hamersley Iron.
- (4) The Harbour and Light Department, of course, desires to take over control of the port at the earliest possible time.
- (5) No.

STOCK ROAD FREEWAY

Properties Affected: Sewerage Connections and Rates

11. Mr. TONKIN asked the Minister for Works:

- (1) In view of the published proposal to build a six lane controlled-access freeway on what is now Stock Road, will he give consideration to the very difficult problem which confronts property owners as a result?
- (2) Will he undertake that those persons whose properties are being rated for sewerage but are not connected up to the board's sewers will be reimbursed for the outlay involved when the properties are resumed if they proceed with plans to connect up?
- (3) If plans to connect up are abandoned because it appears futile to proceed, is it possible to cease rating the properties for sewerage?
- (4) Alternatively, will the Government meet the cost involved for each property owner to have his premises connected to the board's sewer mains on the basis that any resulting enhanced value of the property will be disregarded when resumption occurs?

Mr. ROSS HUTCHINSON replied:

- (1) As investigations into the possibility of a future freeway along the line of Stock Road are only in the preliminary stages, property owners should have no need for immediate concern.
- (2) If and when a decision is made to proceed with any acquisition of property, owners will receive adequate compensation based upon valuations at the time.
- (3) and (4) No.

OMBUDSMAN

Appointment: Government Attitude

12. Mr. TONKIN asked the Premier:

- (1) Did he notice a recent news item in which it was stated that an ombudsman had been appointed in Great Britain?
- (2) Is he aware:
 - (a) that the ombudsman in New Zealand is generally considered as being most successful;
 - (b) that the Premier of New South Wales has sought advice from members of the legal profession on the desirability of appointing an ombudsman in that State?
- (3) Has his attitude to the appointment of an ombudsman in Western Australia undergone any change?
- (4) If "Yes", is it favourable?

Mr. BRAND replied:

- (1) to (4) The Government continues to keep in touch with developments of this kind, but has as yet seen no reason to change the policy as applied in the past.

ALBANY HIGHWAY-WELSHPOOL ROAD-SHEPPERTON ROAD INTERSECTION

Traffic Lights and Traffic Rotary: Installation

13. Mr. DAVIES asked the Minister for Works:

- (1) What is the estimated total cost for the installation of traffic lights at the Albany Highway-Welshpool Road-Shepperton Road intersection?
- (2) How will this cost be apportioned?
- (3) What progress has been made in regard to the provision of a traffic rotary at this intersection?
- (4) Is it still intended to provide such a rotary?

Mr. ROSS HUTCHINSON replied:

- (1) \$55,700.
- (2) The total cost will be borne by the Main Roads Department.
- (3) Proposals for the construction of a traffic rotary at this intersection have been abandoned in favour of channelisation and traffic lights.
- (4) Answered by (3).

GAS COAL

Supplies at Collie

14. Mr. MAY asked the Minister for Electricity:

- (1) Is gas coal currently being supplied by Western Collieries Ltd?
- (2) Prior to Western Collieries Ltd. becoming the supplier, was suitable gas coal supplied from the Ewington area?
- (3) Are reserves of gas coal still remaining in the area?
- (4) Is coal from the Centaur Mine suitable for the making of gas?

Mr. NALDER replied:

- (1) Yes.
- (2) Yes.
- (3) Probably.
- (4) No.

FLUORIDATION OF WATER SUPPLIES

Introduction of Legislation

15. Mr. FLETCHER asked the Premier:

Since frequent Press reference implies legislation this session to fluoridate public water supplies—

- (a) can he indicate whether such legislation is to be introduced this session;
- (b) if so, when?

Mr. BRAND replied:

This question is still under consideration. However, I hope to be able to give an early decision on the matter.

LEFROY ROAD, FREMANTLE

Completion to Coastline

16. Mr. FLETCHER asked the Minister for Works:

- (1) With a view to relieving traffic pressure on South Street in Hilton, White Gum Valley, Beaconsfield, South Fremantle area, is he in a position to state whether completion of Lefroy Road to the sea is likely in the immediate future?
- (2) If not, will he give urgent consideration to such completion for reasons including above?

Mr. ROSS HUTCHINSON replied:

- (1) Lefroy Road is under the control of the local authority (the Fremantle City Council).
- (2) Answered by (1).

17. *This question was postponed.*

LAND AT LESMURDIE

Resumption from W. J. Lucas: Settlement

18. Mr. DAVIES asked the Minister representing the Minister for Town Planning:

- (1) Has a settlement yet been made in regard to land owned by W. J. Lucas at Lesmurdie and resumed for public purposes?
- (2) If not, what is the cause of the delay?
- (3) If so, what were the terms of the settlement?

Mr. LEWIS replied:

- (1) No.
- (2) The offer by the Department of Public Works has been refused and the former owners are pursuing their claim through the compensation court.
- (3) Answered by (2).

WORKERS' COMPENSATION

Examinations: Full Attendance of Medical Board

19. Mr. MOIR asked the Minister for Labour:

- (1) Is he aware that many applicants for workers' compensation under section 8 of that Act allege that when presenting themselves for examination by the medical board as provided by subsection 1D of section 8 that the full board of three is not in attendance at the examination?
- (2) Is he further aware that if the allegations are correct the Act is not being complied with in this respect?

- (3) Does he agree that as the sub-section provides that a majority decision has to be arrived at regarding the applicant's medical condition, the law cannot be complied with in the case where fewer than the three designated doctors are present?
- (4) Will he ascertain if the allegations are correct and on how many occasions this has occurred?
- (5) If he finds that this has occurred will he have the position remedied?

Mr. O'NEIL replied:

- (1) I am aware that on some occasions this has been so.
- (2) and (3) The Act specifically provides for a majority decision and is being complied with. Any case of disagreement or doubt would be referred to the third member.
- (4) Yes; on five regular sittings, and twice when the board was urgently convened to examine a man gravely ill in hospital.
- (5) No remedial action appears necessary.

RAILWAY WAGONS

Reflector Lights: Attachment at Esperance

20. Mr. MOIR asked the Minister for Railways:

- (1) Has he received a communication from the Business & Professional Women's Club at Esperance expressing their deep concern at the number of accidents and near accidents which are caused by railway trucks in the main street of the town and requesting that as this is particularly hazardous at night some type of reflector lights should be provided on the railway wagons?
- (2) Has favourable consideration been given to this request?

Mr. COURT replied:

- (1) Yes.
- (2) Inquiries are being made and the club has been informed that the request will be fully examined.

WAR SERVICE LAND SETTLEMENT

Rocky Gully Farm: File and Contract of Sale

21. Mr. HALL asked the Minister for Agriculture:

Would he make available the file and deed of contract relevant to sale of a war service farm, Rocky Gully, affecting G. W. Pearce, Anna Downs Pastoral Company, "Chowerup," Boyup Brook, and B. Powell, late of Rocky Gully, now of Albany?

Mr. NALDER replied:

If the parties concerned have no objection, the relevant file may be examined by the honourable member in my office.

QUESTIONS (4): WITHOUT NOTICE KING BAY

Master Mariners: Complaint

1. Mr. ROSS HUTCHINSON: Yesterday, or perhaps the day before, the Deputy Leader of the Opposition asked me three small questions without notice. I said I would try to find the answers for him and gave him some interim replies. Actually, the interim replies I gave were practically on the ball, but now I give the formal replies, which are as follows:—

- (1) A letter dated the 10th January, 1966, was received from the Company of Master Mariners of Australia on the 11th January, discussing, in general, ports in the north-west. King Bay was not specifically mentioned.
- (2) A written reply was sent to the Company of Master Mariners of Australia on the 8th March, 1966.
- (3) I have had discussions with the Minister for the North-West on this subject.

STANDARD GAUGE RAILWAY

Ballast Packing Machine: Nuisance

2. Mr. BRADY asked the Minister for Railways:

- (1) Is he aware that a ballast packing machine, or similar type of machine, is working on the standard gauge railway in the vicinity of Pitt Street, West Midland?
- (2) Is he aware the machine is working into the early hours of the morning and disturbing the rest of the residents nearby?
- (3) Is he aware the police have been asked to stop the disturbance on two occasions during the past week?
- (4) Is he aware that the police advised they have no power to stop this nuisance?
- (5) Can the Minister take some action to ensure that this machine will be used only during the daytime and will not disturb the rest of residents living in the vicinity of the standard gauge line?

Mr. COURT replied:

In reply to the member for Swan, who was good enough to give me some advance notice of this question—although the question now asked is slightly at variance with that phoned through to me—I will endeavour to give him an answer.

There is no record of complaint having been made to the Railways Department nor to the consulting engineers responsible for this work.

As the contractor's progress had fallen behind he had been given permission to do general night

work, but not in residential areas. The contractor has now been directed to conform strictly with this approval and has instructed his staff that no tamping is to be done in residential areas after 7 p.m.

Inquiry today has revealed that one resident of Pitt Street has complained to the police on two occasions—on the 28th July, 1966, at 1.35 a.m., when the operator ceased on request, and again on the 4th August, 1966, at 11.30 p.m., when the operator intimated that he was obliged to continue. I think that covers, in reasonable form, the questions asked by the honourable member. If it does not I will seek further information for him.

TOWN PLANNING

Non-conforming Use of Land: Meaning and Effect

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

Earlier I asked the Minister whether Mrs. Gracie's caravan park at Waterman's Bay had any rights under the "non-conforming use" sections in the Town Planning and Development Act. The Minister's reply to this question was "No." In other words, Mrs. Gracie did not have any rights. In view of the fact that I have a letter from the Shire of Perth, sent by the secretary, Mr. Knuckey, and dated the 28th May, 1958, in which Mrs. Gracie is clearly advised that she has got non-conforming use rights, will the Minister check his information in order to ascertain whether or not an error has been made? Also, if an error has been made, how did it occur?

Mr. NALDER replied:
Yes.

MARGARINE

Increased Quotas

4. Mr. RUNCIMAN asked the Minister for Agriculture:

Has the Minister seen a report in last week's issue of *The Farmers' Weekly* from a special correspondent in Canberra to the effect that all States had agreed to raise the margarine quota?

Mr. NALDER replied:

No, I have not; but I will certainly make inquiries with reference to the article referred to by the honourable member.

Mr. Bickerton: Has the Minister had any letters on that subject?

Mr. NALDER: Yes.

ADDRESS-IN-REPLY: SIXTH DAY

Motion

Debate resumed, from the 10th August, on the following motion by Mr. W. A. Manning:—

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

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

MR. ELLIOTT (Canning) [2.33 p.m.]: I am not really as anxious to speak as I appear. At the outset I would like to congratulate the member for Perth for the comments he made on the cobwebbed procedures adopted in this House. What he said appealed to me, together with some of the other things that have been said over the last few nights.

I feel that perhaps some members would resist any attempt to change Standing Orders, but the same members would undoubtedly be shocked and horrified if they thought that Government departments of this State were operating under systems introduced perhaps 300 or 400 years ago. This would be unthinkable, and I would imagine the same thoughts should apply to our work in this House. However, in the spirit of the speeches made on the subject, there is no point in my repeating what others have said. I am squarely in support of the comments made.

As several members have mentioned the parliamentary trip to the north of this State, I will add my thoughts. I thank the Minister and the department concerned for that trip. I do not intend to comment on the actual trip, but I want to speak about what has happened since in my own case. On several occasions at various places in my electorate I have addressed many organisations in an effort to convey to them all that I have learnt about the north and what it is like today.

Without exception, there is tremendous interest among the people living in the south. There is tremendous admiration for what is being done and great curiosity, particularly with regard to employment opportunities and housing facilities. The old bugbear which was responsible for people not wanting to go to the north—namely, the weather—does not appear to exist any more.

Wherever I have spoken to people there has always been one major drawback about going to the north, and this almost exclusively revolves around the lack of social facilities. Women, in particular, are apprehensive about the lack of a cultural side of life, not only for themselves.

but for their children. I have had discussions with the Administrator of the North-West, who happens to be in Perth, and he confirms this point. The lack of social life is probably the biggest single factor against the north at the moment.

I feel this is not a problem which can be legislated for, but is one that this House could give a lot of thought to. The activities of the men's service clubs in the southern half of the State are to be admired, and I think they are typical of the many organisations which might have overlooked the spectacular development in the north. Perhaps such organisations do not realise they have a responsibility to assist in the development of the north.

Only one service club seems to have made any major effort; and I refer to the Lions Club, which operates at Carnarvon, Port Hedland, Derby, Wyndham, and Kununurra. On the other hand, Rotary exists only at Carnarvon; Jaycees at Broome; Apex at Carnarvon and Derby, and Rosstrum and Penguin at Derby.

While at Exmouth I discussed with the commissioner the possibility of providing sporting amenities in the town. As so often happens to me, for some reason or other, our thoughts turned to football, and the commissioner pointed out to me the difficulty faced in financing amenities, not only for sport but in all fields. As a result of that discussion I wrote to the National Football League and advised it of the problem. As late as yesterday I was informed that the Australian National Football Council would agree to accept the responsibility to assisting with northern development. The Western Australian League was advised that once the game was under way there, it would be subsidised and fostered.

I would like to point out that apart from the existing Victorian Branch of the Royal Flying Doctor Service, which has served the Kimberleys for many years, this is the first known occasion of any national organisation, outside the Government, agreeing to accept responsibility to help with the development of the north in its own particular field. In addition, the Western Australian Football League is now considering giving assistance by way of financial grants, and so on.

I listened with more than customary interest to the Leader of the Opposition when he expressed his concern about what is happening to Australians today. He thought that perhaps the old Australian initiative was disappearing; and, while my reasons might be different to his, I agree with what he said. It has been said that this State owes a great deal to wire and binder-twine. In other words, are we losing the Australian initiative and ability to improvise? I think probably the reasons for the present lack of Australian initiative, compared with years gone by, are, firstly, the highly-organised life, which has deprived people these days of an incentive; and, secondly, the lack

of opportunities for young Australians, particularly, to exercise this typical trait: those opportunities have become almost non-existent.

I believe that here again we might be able to give a lead. These days, all around the world we hear comments about the activities of peace corps. I have a suggestion that we could possibly do something along the same lines in our own 1,000,000 square miles. What would be wrong with forming, for want of a better name, a "north corps" and by this means try to solve the problems with which we are faced in that area. Let us seek people from all walks of life, including the arts, entertainment, and all branches of the cultural and sporting fields. Let us seek out these people and ask them for their assistance; give them a stake in Western Australia and give them a chance to show that the old Australian initiative, while it may be semi-dormant, can be brought to life again if there is some incentive for it.

I feel that this idea is something which could be fostered not only in Western Australia, and Australia generally, but perhaps even overseas. We should seek out people in these various fields so that we can do something about filling the void which now exists in these various fields in the north. If that were done I feel sure more women and children would be attracted to the north and there would not be the same hesitation as exists now about taking up residence in that part of the State. The doubts about it would disappear. We would also be doing something for the other people of the State and we would be giving them an opportunity to have a stake in this State's development.

I feel, too, that international charitable organisations could perhaps be approached and be convinced of the need to take some interest in that part of the State. In this regard I refer to organisations such as the Ford Foundation. Probably travel to the north for people such as these would be rather difficult; but here again perhaps the Royal Australian Air Force may be able to help and may be able to use flights to that area as training flights. It would be able to take members of the "north corps" to the north on such training exercises and I think that this is a lead we could give in this direction.

As a member of the National Fitness Council—I was appointed to the council last year, which I felt was an honour—and through its associated sporting committee, which covers almost every major sporting organisation in Western Australia, I intend to suggest that this matter should be looked at fairly closely from a sporting point of view. I suggest, too, that other fields, such as the arts and entertainment, should be considered; and an organisation such as I have suggested could be given a stake in this country and a chance to show that the old Australian initiative still exists. I think if people were given

a chance to show a little of the old pioneering spirit they would do so, and if we can do anything to encourage people to live in the north we will have rendered a great service.

MR. MOIR (Boulder-Eyre) [2.43 p.m.]: I have a few matters to which I would like to speak while on the debate on the Address-in-Reply. First, I regret to say how much I, along with other members, regretted that His Excellency's Speech did not mention and pay a tribute to my late colleague, The Hon. E. Nulsen. Emil Nulsen was a man who was highly regarded, not only in the areas he represented but also throughout the rest of the State; in fact, one could perhaps say he was highly regarded throughout Australia. He was one who was regarded with affection by many who had the good fortune to become closely associated with him; he was respected for his humanity and for his fearlessness in putting forward certain views about which he felt strongly, and which perhaps may not have been always popular. If he felt it was right that he should discuss a matter he would do so.

He was a Minister of the Crown for many years and he had many responsible positions. It is regrettable that the Government did not see fit to make some reference to him in the Governor's speech, as was the case with two other worthy ex-parliamentarians.

I also join with other members in wishing the ex-Clerk of the House (Mr. Fred Islip) a happy retirement, and I congratulate the other officers who have been promoted. Perhaps I, more than some other members of the Chamber, would have more reason to appreciate Mr. Islip's work, as for a period I was Chairman of Committees and, on a few occasions, I acted as Speaker. Various matters cropped up from time to time and I was very grateful to Mr. Islip for the advice he was able to tender and for the guidance he gave me.

The other evening I was struck by the remarks of the member for Perth and I am sorry he is not in the Chamber at the moment. He made a rather invidious comparison between the stick-in-the-mud procedures of Parliament and what he said were the efficient procedures of the law courts. It was rather interesting to notice the next day a leading article in *The West Australian* which strongly criticised the procedures in our law courts. It did not put forward a layman's criticism, but quoted the comments and criticisms of leading lawyers in the city—Q.Cs. From the article it was obvious that the leader writer and the eminent counsel whose opinions he quoted were not enamoured with the procedures of the courts; and the same applies to many members of the general public.

In many respects the procedures of the law courts are completely out of date and, as one honourable member on this side

of the House said last night, even the language that is used is beyond the comprehension of the ordinary person. It gives the impression that the law is surrounded with a lot of mumbo-jumbo when we find so many Latin phrases being used to describe certain features. Those phrases would be beyond the comprehension of even some members on the Government side of the House; and so I think it was rather unfortunate that the member for Perth should cite the law courts as a shining example which we should follow.

I agree with him in certain respects so far as our own procedures are concerned. A good many of them are unnecessary; but, from time to time, proposals for the more effective running of Parliament are suggested. Many of them have come from members on this side of the House, but, as far as I am aware, not much notice has been taken of them.

Another matter on which I must join issue with the member for Perth is in regard to his condemnatory remarks about the length of time members are given to put forward the views of their constituents. I do not agree with him in that regard. If the honourable member represents an electorate in which the people are not suffering any form of injustice; do not require any redress; and do not need their troubles to be ventilated, he is most fortunate.

One can understand the member for Perth not appreciating the disabilities suffered by people in other electorates—particularly in country electorates where many matters that need ventilation are usually brought to light, and where many injustices require setting right. I will say that on occasion when an injustice has been ventilated here a remedy has been found. Unfortunately, however, on occasion the remedy has not emanated from Parliament.

In that connection I have in mind my own representations—indeed my pleadings—to the Minister here, to right the wrongs and injustices of the unfortunate people who were suffering these wrongs and injustices. I refer to the Minister for Labour, who was adamant in his view concerning the rectification of these matters, particularly as they concerned cases where applicants for compensation had been refused compensation on the ground that they were earning too much money. One man was said to be earning 1s. 9d. too much. The Minister was quite adamant that he did not propose to intervene.

Whether it was because of my representations here I do not know, but, in spite of the Minister's attitude, the General Manager of the State Insurance Office fortunately saw fit, a month or two ago, to rectify the damage that was done. This of course, meant the people concerned had been suffering the injustice for about 14 months up to the time it was rectified, and that should not have occurred.

Had the Minister looked at the matter with a favourable eye at the time he could have got much kudos out of the decision finally made by the General Manager of the State Insurance Office, when he decided to pay these men. The cases with which I was dealing amounted to a not inconsiderable sum; it was in the vicinity of about \$12,000 to be made in payments. This will be considerably more as time goes on.

Another matter that I found necessary to take up with the Minister was the fact that the State Insurance Office, which comes under his jurisdiction, was refusing to pay the widows of miners who had died—not those who died from silicosis, but those who had contracted silicosis before they died, and who were on weekly payments of compensation from the State Insurance Office for that disability. In order to conserve their compensation they had had their weekly payments reduced to the permissible amount of income allowed under the Social Services Act; namely, £7 a week for a man and his wife. If the wife was of a pensionable age she would apply for a pension, and that would give her a reasonable income, and it would tend to conserve the compensation.

When two of these unfortunate people died, the State Insurance Office said it could not pay the widows any compensation. It could not pay the widows the balance of the compensation because at the time of the death of their husbands they were not dependent on them, as they were being paid from social services. That sort of thing has gone on for years and years.

I was staggered when I found this out, and I wrote to the Minister about it. But all I got from the Minister was an appeal to me to use my influence with the union representing these widows to have a test case taken before the Workers' Compensation Board.

Mr. O'Neil: All costs were to be met by the S.G.I.O., and a guarantee was given that if the Crown Law opinion was found to be wrong the Act would be amended.

Mr. MOIR: If the Crown Law opinion is entirely wrong, will the Minister dismiss the officers who tendered that advice? The Minister thinks that because the Government will pay the costs of the case it overcomes all the difficulties. The Minister will have to pay the costs in any case, because of the decision going against him.

Mr. O'Neil: What do you mean against me? I facilitated the hearing of the case in order that we might have the law on it determined.

Mr. MOIR: As the Minister in charge, the Minister must have had the advice tendered from the Crown Law authorities. When he had the written statement made to him with the case entirely set out, surely

the Minister could see that an injustice was being done; surely he could have stepped in and said that the case should not be made a test case.

Mr. O'Neil: The matter has been rectified.

Mr. MOIR: Having the amount of compensation reduced and having the people apply for social services, was an entirely voluntary action on behalf of the men; and the State Insurance Office acquiesced in this step to have the order made for them to apply to the Workers' Compensation Board to have the amounts reduced. Why did not the State Insurance Office enter an objection at the time? It did not object, and the Workers' Compensation Board ordered that the compensation be reduced. This was done to protect the State Insurance Office. It is done in all cases.

The point is that it was an entirely voluntary matter on behalf of the people concerned. I pointed out to the Minister that if the department was not going to change its attitude, the people concerned would be advised not to apply for social services but to use all their compensation first and later apply for social service benefits. But despite the representations made to the Minister he was adamant that the case would have to be taken as a test case. Recently the case was taken as a test case.

Mr. O'Neil: After a very long delay.

Mr. MOIR: After a long delay in which we hoped that reason might prevail.

Mr. O'Neil: Not on your life; that is not what you thought!

Mr. MOIR: It would seem that we are getting to the stage where Ministers are administering their departments entirely without principle.

Mr. O'Neil: Some members are advising their constituents entirely without principle.

Mr. Tonkin: Surely the delay does not affect the validity of the claim.

Mr. MOIR: I was in the court when the case was heard, and I was quite sorry for the young officer representing the Crown Law Department. He was deserving of sympathy. His case was so frightfully weak that he did not know what argument to put forward. Instead of testing the validity of the action as to whether the widows were dependent on their husbands at the time of their death, the State Insurance Office put forward the argument that the husbands should not have been entitled to compensation in any case.

That was one of the arguments put forward. I do not think there should be any doubt in anybody's mind as to whether a person is dependent or not dependent.

Mr. O'Neil: There is no longer any doubt.

Mr. MOIR: The definition of "dependants" is—

Such members of the worker's family as were wholly or in part dependent upon, or wholly or in part supported by, the earnings of the worker at the time of his death, or would, but for the incapacity due to the accident, have been so dependent.

At no time has there been any dispute about that definition, and the lawyer dealing with the case could not see any dispute arising out of it either. But the position has been such that widows have gone through much anxiety, and have been deprived of the money for periods up to 12 months. I do not know who is responsible for tendering the advice to the Minister.

Mr. O'Neil: The advice was tendered to the State Insurance Office, to facilitate the hearing of these cases, so that the law in the matter could be determined.

Mr. MOIR: Surely the Minister has some responsibility in the matter.

Mr. O'Neil: The honourable member has some responsibility in facilitating the hearing of these cases also.

Mr. MOIR: Surely a Minister of the Crown who has been elected by the people and appointed by his party should stand for the protection of the people. He is not placed there to protect, or to advance the views of the department; he is there to ensure that justice is done.

Mr. O'Neil: You realise that a department has to act on the legal advice that it gets.

Mr. MOIR: It appears that the Minister will agree to anything.

Mr. May: No. I have found that out!

Mr. MOIR: Perhaps I should have qualified my statement by saying, "When it suits him." Another case comes to mind. I do not know the views of the Minister, but here we have an Act of Parliament that makes provision for the examination of miners who think they are incapacitated to some extent by silicosis, or pneumoconiosis as it is now known.

When the Act was amended a provision was inserted which set up a medical board to hear and adjudicate on these cases. This board has supreme power. Previously the worker was examined by the mines medical officer who assessed the disability at a certain percentage. If the worker was not satisfied he could ask to be sent down to a chest specialist in the metropolitan area, and if the assessment made by him differed very greatly from that made by the mines medical officer, the case would go before the Workers' Compensation Board; that is, if after consultations between the two medical practitioners they could not agree.

The amendment set up a medical board of three members, and they are specified in the Act as follows:—

- (a) the Mines Medical Officer, appointed under the Mine Workers' Relief Act, 1932;
- (b) a physician of the Department of Public Health, specialising in occupational diseases, nominated from time to time by the Commissioner of Public Health; and
- (c) a physician specialising in diseases of the chest, nominated, from time to time, by the Commissioner of Public Health;

and the question of the worker's condition and fitness for employment shall be determined by, or by a majority of, the Board whose determination shall be final, conclusive and binding on the worker, on his employer and on any tribunal hearing a matter in which any such determination is relevant.

The board is charged with carrying out two functions when a claim is made. It has to decide whether the applicant has any degree of silicosis; then it is charged with finding out if there is any degree of it caused by non-industrial diseases. The board has to determine whether the whole of the disability is due to industrial diseases, or whether it is due partly to industrial diseases and partly to non-industrial diseases.

In the case of silicosis there are only two ways to ascertain this, and these include an examination of the chest X-ray plates. Members are probably aware that miners are examined on the average once a year when they are working on a mine, and their chest history is available to the medical board. These people are examined before they are allowed to work in the mine. If there is anything wrong with their chest they are not permitted so to work.

The medical board has to examine the X-ray plates of the chest, and it also has to examine the applicant clinically. The members of the board have to make a personal examination, especially when non-industrial diseases are in question. I have received several complaints from people who went up for examination before the board. They complained that on some occasions two doctors were present, and on one occasion only one doctor was present. I say that a determination made under such circumstances is entirely illegal.

I asked the Minister for Labour a series of questions today. Firstly, I asked whether he was aware this was going on; his reply was that he was aware that on some occasions this had been so. The second part of my question was—

Is he fully aware that if the allegations are correct the Act is not being complied with in this respect?

His reply was—

The Act specifically provides for a

majority decision and is being complied with. Any case of disagreement or doubt would be referred to the third member.

I wonder when it will be referred to the third member! These workers come down from places like Kalgoorlie, Mt. Magnet, and Norseman. They are in Perth for only the day, and then they are gone. Would the members of the board confer a week later and make their determination on a case?

Mr. O'Neil: Does the Act specifically provide that the three members of the board have to examine the applicant?

Mr. MOIR: If two members were to examine an applicant there would not be a majority decision.

Mr. O'Neil: Does the Act suggest that each doctor should examine the man concerned?

Mr. MOIR: I suggest the Minister read the relevant portion of the Act.

Mr. O'Neil: I did so this morning.

Mr. MOIR: The fourth part of my question was—

Will he ascertain if the allegations are correct and on how many occasions this has occurred?

The answer given by the Minister was—

Yes. On five regular sittings, and twice when the board was urgently convened to examine a man gravely ill in hospital.

The fifth part of my question was—

If he finds that this has occurred will he have the position remedied?

The answer of the Minister was—

No remedial action appears necessary.

Mr. O'Neil: Because the Act is being complied with.

Mr. MOIR: Did the Minister get that advice from the Crown Law Department?

Mr. Tonkin: It sounds like it.

Mr. O'Neil: I suggest the honourable member read that section for the benefit of the House, because he is putting a wrong interpretation on it.

Mr. MOIR: One person has approached me in respect of this matter. He had been before the board and had been issued with a certificate indicating that his disability from industrial diseases had not increased. He had been receiving weekly payments of compensation for industrial disablement to the extent of 60 per cent.

His doctors considered that his health had deteriorated and that he was more than 60 per cent. disabled from silicosis, so he made an application for further compensation. When he appeared before the board it found that he suffered from 60 per cent. disability from pneumoconiosis and 40 per cent. from other conditions, and was therefore 100 per cent. disabled and unable to perform any work. The

board further commented—

The other conditions from which Mr. suffers, namely chronic bronchitis, emphysema, non-silicotic pulmonary fibrosis, cardiac disease etc., which have been present for many years, are major factors in his total disability. There would appear to be no justification for further application for examination by the Board.

The board found that he had not only not progressed any further than 60 per cent. disability but that his condition was such that it was no further use his applying to be examined by the board. I have here six certificates from doctors who have examined this man, and four of them are chest specialists in the city. I will try to be as brief as possible.

Mr. May: Plenty of time.

Mr. MOIR: I will not mention the names of any of the doctors, but if the Minister desires, I will make them available to him. The following are extracts taken from the industrial disease medical certificate filled in by one of these doctors—

State the nature of the industrial disease from which the worker is suffering:—

Silicosis.

If the industrial disease certified to is silicosis of the lungs, miner's phthisis, or pneumoconiosis, detail the steps which you have taken to satisfy yourself of the correctness of your diagnosis:—

Clinical examination.

X-rays.

State the nature of any diseases, other than industrial disease, from which the worker is suffering:—

Nil.

If the said worker was taken to a hospital, state the name thereof and whether admitted as an in or out patient, also whether still in hospital or when discharged:—

Perth Chest Hospital, 1961.

Royal Perth Hospital, 1963.

If the worker is disabled by such industrial disease to an extent which would preclude him from earning full wages.

(a) What is the degree of incapacity in respect of such industrial disease alone for any class of work (per cent.)—100.

(b) What is the degree of incapacity (if any) in respect of non-industrial diseases alone for any class of work (per cent.)—Nil.

Total degree of incapacity (per cent.)—100.

What work is the worker fit to undertake?

Unfit for full time work.

State briefly the worker's present symptoms in regard to:—

(a) Industrial disease alone.

(b) Non-industrial diseases alone.

(a) Shortness of breath.
Cough.

(b) Nil.

That is one certificate and the doctor states that the man is 100 per cent. incapacitated. I will not read the contents of each form but will just give the degree of incapacity stated by each doctor. One states an 80 to 90 per cent. incapacity; another, 70 to 80 per cent.; a third, 80 per cent., and a fourth 75 per cent.

Mr. O'Connor: How many doctors did he go to altogether?

Mr. MOIR: There was another doctor besides these. Actually he did not go to all these doctors. They attended him when he was hospitalised; and he went to some of the specialists after he was rejected by the medical board.

The whole position is as a result of the fact that no appeal is allowed. We on this side of the House protested quite strongly when the measure was being discussed, and we stated then that injustices would arise as the result of the Government's provision which would not allow any appeal from these three doctors.

I do not wish to cast any reflection on the doctors concerned, but I would be surprised to learn that any of them had the qualifications of at least four of those who have given the certificates to which I have referred. I can understand that doctors can have an honest valid difference of opinion in regard to small discrepancies in percentages. I know full well that it is hard for medical men to agree to within five or 10 per cent. in connection with these disabilities. I have discovered this from the reading I have done on this subject. I have read a lot of medical books on this matter and have consulted these medical men, and I know there is a difficulty. However there is no difficulty in deciding whether or not a man has any non-industrial disease.

The board stated that this man had a cardiac disease. One of the specialists who examined him is a heart specialist and he gave the man a cardiograph and said there was nothing wrong with his heart, but the board says there is. This man was examined by only one doctor. There was another doctor present but he made no examination. I would say that the man was given a very cursory type of examination.

What I find disturbing is that these people who have a 60 per cent. disability have only to deteriorate a further 5 per cent. before total compensation is paid. They have been paid 60 per cent. of the total amount of the money, which is only 10 per cent. more than half. However, if their disability progresses that extra 5 per cent. they receive the balance of the compensation. That, of course, has always

caused trouble since the Act was amended in 1949 and the percentage basis was included.

My predecessor (Mr. Charlie Oliver)—then representing the electorate of Boulder—was responsible for the change being made. He approached the Attorney-General who was at that time in charge of the Department of Labour, and pointed out the farcical position which would arise when a man was certified by doctors to be suffering 60, 70, 80, or even 90 per cent. disablement but was still unable to obtain the full amount of money; but the Social Services regarded a person as totally disabled if he had an 80 per cent. disability. Therefore the Attorney-General of that day (Mr. Arthur Watts) issued a ministerial direction to the State Government Insurance Office that when a person was 65 per cent. disabled he was to be regarded as totally disabled.

That situation has prevailed since; but one can realise the anxiety of the person who feels his health is deteriorating and who is receiving the 60 per cent. compensation, but who can never be certified as 65 per cent. disabled in order that he might obtain the total compensation.

Some do receive it. I asked a series of questions the other day and as a result of the answers it appears that out of the applications in the last 18 months, 10 have been certified by the board as having progressed beyond the 60 per cent. to 65 per cent. or more. I asked the number of applicants who had been before the board and was told there had been 547. I was told that of this number 423 were assessed as having some degree of disability from pneumoconiosis. I want to interpolate here to say that unfortunately there are large numbers of miners who are suffering the effects of silicosis.

These are new cases which are going before this board which was constituted last April 12 months. In these circumstances, I feel that the Minister should not wonder why I get hot under the collar about these matters. I cannot help it when I see all these things happening and when we have to go to the extent that we do in order to thrash these matters out in Parliament. It is necessary to air these grievances here in order to acquaint people outside of the injustices that are going on. Then, after quite a lot of representation—and I am not cavilling about this for I am very grateful to the General Manager of the State Insurance Office—the general manager, or someone else, decides to pay these men.

In view of what I have said in this House, I think that the Minister, and the Government, should take a close look at the provisions which they put into this Act and they should give serious consideration to allowing these applicants the right of appeal against the assessments of the board.

I do not know what is to be done with this position. I have consulted legal men about it. The position is that four of the most prominent chest specialists in Perth have no doubt at all that this man is something in excess of 70 per cent.—from 70 per cent. to possibly 100 per cent.—disabled from silicosis alone; and not one of these specialists found that he had any non-industrial disease. However, the board found that this man had 40 per cent. non-industrial disease and told him that his coming back to the board again was useless. I can assure the Minister, however, that the man will be back again as soon as the necessary six months has elapsed. Some action must be taken to try to sift out this type of case. I must be guided by the weight of evidence when I say that action is necessary.

The specialists to whom I referred previously are eminent doctors in this town, and they do not issue these certificates lightly. They do not say, "We will please this old chap and give him a certificate to say that he is 100 per cent. disabled." The doctors know the law and they know that there is a board. That is the position as it exists today.

In all, six doctors—two general practitioners and four specialists—were completely at variance with the findings of the board. I am critical of the board in other cases, as well. These criticisms may be justified, and they may not be justified. As I am not in a position to judge them, I will not mention them here tonight.

The other evening, I missed my opportunity to speak on the amendment to the Address-in-Reply and so I cannot hold forth on that now. However, I was completely surprised to hear the remarks made in the speech by the member for Murchison. The honourable member seemed to consider that the road maintenance tax was no liability at all to the people in the country. However, I do give him credit in one direction because he not only expressed that view here but he went to a meeting on the goldfields of a committee appointed by local governing authorities where he defended the Government's action. I give the honourable member credit for having the courage to do that, however wrong his views may be.

Of course, his view, apparently, did not convince the people at this meeting because the *Kalgoorlie Miner* reported the meeting on the Monday to the effect that the committee had carried a resolution that the Government be approached to exempt an area of 100 miles around Kalgoorlie and Boulder from the provisions of this tax. I do not know if the committee has carried out its resolution but, if not, it will do shortly. I do not know if the committee will meet with any success in its representations, but, at least, the approach illustrates the feelings in the matter. The decision to approach the Gov-

ernment also indicates that the member for Murchison was completely out of step with the views of the people in his electorate.

Mr. Burt: The conference you refer to decided to take no action.

Mr. MOIR: That was not reported in the paper. The *Kalgoorlie Miner* reported that the committee would ask for an exemption of an area of 100 miles surrounding the goldmines.

Mr. Burt: This was on the agenda before the meeting but, during the meeting, the committee decided to take no action.

Mr. Court: The committee could see that the area would lose too much revenue.

Mr. MOIR: I am astounded to hear the suggestion that the tax collected in these areas will be spent there. I would be very interested if the Minister for Transport, who is in the House at the moment, could tell me whether this is so; that is, will this road tax be spent on the roads where it is collected?

Mr. O'Connor: I will tell you at the appropriate time.

Mr. MOIR: I know what the answer is now; the Minister need not tell me.

Mr. O'Connor: So do I.

Mr. MOIR: I would be sorry if the Minister for Transport did not know. Members should be careful about the statements they make in order not to mislead people outside of Parliament. A lot of people believed that the road maintenance tax was not imposing too much upon them if it meant that the money collected would be spent in the area. Some of the people on the goldfields might think that vehicles from the Eastern States would be subjected to this tax and that the money would be spent in their areas. However, we in this House know that this is not so, because very few of those people are paying the tax.

Mr. O'Connor: I would be very surprised if the respective areas did not get an appropriate share of the tax.

Mr. Hawke: Whatever that is!

Mr. MOIR: What is an appropriate share? Who decides that?

Mr. O'Connor: If the honourable member had listened the other evening he would have heard me say that, of the funds collected for road maintenance, about 90 per cent. go back into country areas.

Mr. MOIR: That may be so. I would not join issue with the Minister on that point. However, I know that many thousands of pounds voted for expenditure in the country by the Main Roads Department are never expended there. I know this for a fact and I have evidence to support what I say.

Mr. O'Connor: Where, then, is the money expended?

Mr. MOIR: That is another story and one which I will be airing later on in the session. There has been a lot of money allocated to my own electorate and not spent from one year to another. The promise is, "It will be spent next year"; but, when next year arrives, there is still a surplus and the people are told that the money is going to be spent the following year. All this goes on, yet the people are crying out for roads. These roads are needed and cannot be delayed. Therefore, I hope the Minister will forgive me if I am a little sceptical about his remarks on this tax.

It appears that the people in the out-back are to be penalised by paying higher amounts for the transport of their goods in order to get this matching money from the Commonwealth Government. I notice from notes made by my colleague, the member for Gascoyne, on answers to questions given to him in this House that the figures show that only two trucks out of three are paying the tax. Therefore, it seems to me that some of these cartage contractors are going to do very well out of this tax because, undoubtedly, the extra cost will be loaded on to the freight charges for goods carted. This will be charged by the vehicle owner who is not paying the tax; it will be the cartage contractor who will have to meet the tax on his vehicle.

Mr. O'Connor: You feel that all the cartage contractors will act unscrupulously in doing this?

Mr. MOIR: We know that some of them do. It is fairly common knowledge that some of these contractors have in their possession several sets of number plates which they can change on their vehicles whenever they so desire. That is no secret.

Mr. O'Connor: Is that the opinion you hold concerning only interstate hauliers, or local hauliers as well?

Mr. MOIR: I am not referring to any specific person, but the Minister knows perfectly well it is being done.

Mr. Hawke: Does the Minister know?

Mr. O'Connor: Not definitely. I have heard about it, but I do not know definitely that it is being done.

Mr. MOIR: If the Minister is not absolutely sure he should take steps to clear any doubt that may be in his mind.

Mr. O'Connor: That is what we are endeavouring to do.

Mr. MOIR: The assertions that are made outside are fairly rife and they appear to be well-founded.

Mr. Jamieson: A regulation should be brought in to force them to have the number plates welded or riveted in a set position on the vehicle and so defeat their objective.

Mr. MOIR: There is another matter I wish to bring forward which is related to

some questions I directed to the Premier yesterday. My questions, and the Premier's answers, are as follows:—

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

Mr. BRAND replied:

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

The answer given by the Premier to my third question was a perfect example of how a Minister can avoid giving a complete answer to a question; and it will probably be noted by the young Ministers. It will be noticed that, in his answer, the Premier did not state the reason but merely side-stepped the question. It will also be noted that the Premier was extremely brief in answering "No" to the fourth question.

I am astounded that this position should arise. I can recall at some time last year when the Premier, in his capacity as Treasurer, directed remarks to local governing bodies to the effect that they were not availing themselves of their opportunity to raise loan money for the purpose of spending it in their districts.

The Esperance district is suffering severe growing pains. A few years ago one could almost regard it as being a backward village, but now it has spread out to become a modern town. Tremendous problems have to be faced by the members of the local authority, who give their services in an honorary capacity to direct the affairs of the district, and one of their greatest problems is an inadequate supply of electricity for this rapidly expanding town.

How rapidly it is expanding can only be gauged by those who visit it from time to time. However, if the Premier is quite

satisfied with the position in the Esperance district, I can assure him that the people residing there are not.

Mr. Brand: I am not satisfied with the position, but one can only allocate a certain amount of loan money and make a certain number of approvals, because the money has to be distributed throughout the State.

Mr. MOIR: There is nothing new about that.

Mr. Brand: I know there is not.

Mr. MOIR: But when we find that this local authority has a problem in providing an adequate supply of electricity, then the Government is not entirely guiltless.

Mr. Brand: It has had ample assistance to meet its original electricity problems.

Mr. MOIR: I know the Government, through the State Electricity Commission, has rendered some assistance.

The SPEAKER: The honourable member has another five minutes in which to speak.

Mr. MOIR: The Government has made at least one unit available at the power house, but the power house has only just been completed and, like Topsy, it has "just growed". Initially one engine was installed, then another, and another, and so on. I blame the Government to this extent: that when the superphosphate works were established at Esperance it was a golden opportunity for the Government to erect a central power house. If that had been done it would have solved the electricity problems of Esperance for many years to come. But now—as the Premier knows—the local authority is confronted with an expenditure of probably \$180,000 for the installation of more power units. That is terrific!

Mr. Brand: It was a matter of sufficient money being available at the time. One can't produce money out of the air when one wants it. One has to allocate the money according to what one has. Esperance is not the only place that has growing pains.

Mr. MOIR: I sympathise with the Treasurer in his difficulties, but if he were to cast a critical eye on some of the Government expenditure and note the lavish amounts that are being spent quite unnecessarily in some areas, he would realise that some pruning of the expenditure should be made, keeping in mind that it is a question of first things first.

Mr. Brand: I know it is. What areas are you referring to?

Mr. MOIR: I am not here to state that Government money is being spent unwisely in the districts represented by other members. I think the Premier should find that out for himself.

Mr. Hawke: The member for Beeloo instanced some cases last night.

Mr. Brand: The member for Beeloo made some very practical suggestions, but the Leader of the Opposition, having been a Treasurer in the past, would know all the problems.

Mr. Hawke: Seven and a half per cent. for architects' fees!

Mr. MOIR: Whilst I greatly appreciate what has been done in my electorate and, in particular, in the Esperance area, I wish it could have been done more economically than it has been.

Mr. Hawke: Hundreds of thousands of pounds for publicity officers!

Mr. Ross Hutchinson: Would you like us to start pruning expenditure with the hospital at Northam?

Mr. MOIR: I am not talking about the expenditure; I am criticising the unnecessary expenditure, and much of the expenditure by the Government has been completely unnecessary.

Mr. Ross Hutchinson: Well, Northam could get along quite well without a hospital.

Mr. Brand: What about the money that was wasted whilst your Government was in office?

Mr. MOIR: I will quote *The Esperance Advertiser*—

The SPEAKER: I will bear with you for a few more minutes.

Mr. MOIR: I do not like that word "bear", Mr. Speaker.

The SPEAKER: You can please yourself about that.

Mr. MOIR: I was about to say that in *The Esperance Advertiser* dated Friday, the 5th August, 1966, the following heading was on the front page:—

Loan Cut Shock to Council.

Underneath that heading the following appeared:—

The 1966-67 loan programme approved by the Government for the Esperance Shire Council has been reduced to only \$200,000.

Of this, \$180,000 is expected to be spent on buildings and plant for a new power station at Esperance.

The council originally applied for loans totalling \$451,000.

This is quite a lengthy article and it enumerates a lot of projects which are very necessary, but which the council will not be able to proceed with simply because the total loan raising by the shire council has been drastically curtailed.

Despite the fact that the Treasurer gave an emphatic "No" to my request for reconsideration, I would ask him to give the matter further consideration to see if it is at all possible to give these people the right to increase their loan raising.

Mr. Brand: We do our best in every instance.

Mr. MOIR: If the Treasurer unexpectedly gets a windfall from somewhere, I hope he will give this matter further consideration.

Mr. Brand: We try to satisfy.

MR. RUSHTON (Dale) [3.42 p.m.]: I wish to offer my congratulations to the members of the staff who have received promotion in recent times. I would also like to extend a welcome to the new member who has joined the staff and wish him a happy future.

I do not wish to be provocative or disagree violently with those speakers who have freely used the word "decentralisation", but I think it is a most negative word and one that should be thrown out of the window. Once members have heard the few words I have to say in regard to this subject I feel they may agree with me and realise I am not attacking the member for Albany or the member for Narrogin, who used the word.

In place of the word "decentralisation" I suggest the word "development" should be used. Development is a positive word which conjures up thoughts of creation, germination, growth, production, a spread of activities, expansion, and progress. I am sure all these things are what the members who have spoken on this subject are aiming for.

The word "development", to me, typifies our Government. I think all would agree that this Government has been creative and progressive; and this is something which is known throughout the world on an ever-increasing scale.

The proof of this is contained in His Excellency's Speech and, with your indulgence, Mr. Speaker, I will quote a few words in support of my statement. The Speech shows quite clearly what results are being achieved by our Government in close co-operation with free enterprise.

I do not wish to weary the House with a long list of items, but I should mention the development of 1,000,000 acres of farm land per year. This, no doubt, has thrown a tremendous strain on the department and the Government, but it is a creditable performance and one which is bringing results about which we are all very happy.

I understand that this year 1.4 million acres of farm lands were brought into production and this, in turn, will assist greatly to increase our wheat harvest. This figure has crept up to 103,000,000 bushels; and what could be more satisfying than to know that we in this State are now contributing 60 per cent. of the current Australian wheat exports? We are helping to build up overseas credits, and this is most vital, not only to this State, but to the whole of Australia.

The next item I would mention is the increase in sheep numbers, which are estimated at something like 2,000,000. From this increase will flow the additional clip that will be obtained and the additional prosperity that will be provided.

Coming closer to home, it was mentioned in the Speech that milk production was 5 per cent. above the previous State record. I am of the opinion that this result could be improved in the near future.

Sitting suspended from 3.45 to 4.4 p.m.

Mr. RUSHTON: Prior to the suspension I was quoting activities shown in the address delivered by His Excellency illustrating my statement that our Government is indeed progressive and has made tremendous strides in the field of development. I mentioned the milk production rise of 5 per cent. above the previous record.

Mr. May: What about the margarine rise?

Mr. RUSHTON: I think we still have further ground to cover with regard to milk production.

Mr. Bickerton: Margarine is another story.

Mr. RUSHTON: The next matter I wish to speak to is the project on the Ord River. I am very pleased with the progress and the production taking place there. Mineral production has increased to approximately \$54,000,000. Iron ore production has progressed to the stage of being shipped from the ports of Geraldton, Port Hedland, and Dampier.

Of course, most members of the House were fortunate enough to see those projects. I, myself, was fortunate enough to go with the member for Bunbury and the member for Murray to the north on a private charter tour. I certainly was impressed with the achievements in that area.

Barrow Island has been confirmed as Australia's largest oilfield. We had quite a tour of the islands and the efficiency was certainly impressive. What did please me tremendously was that a Western Australian was in charge of the island. He was a young man who had not been with the company for a very long time, but had learned the game from the administration side in the south and had moved up the ladder to the position of being in charge of the oil rig; and now he is in charge of the island. We would all agree that this experience must be valuable for the future.

Our manufacturing sector is anticipating another record year of production. This sector is possibly our most important as far as employment is concerned and is one which I know has the Government's full attention. With the limited population we have in this State, this is a challenge and it is not an easy one to face up to. However, we have all seen tremendous growth in this sector.

His Excellency referred to a 1,000,000 ton a year salt industry being established. The fantastic thing that came to my mind when I saw the details published in the paper was that the article appeared on an inside page and occupied only two or three

small lines. I thought that perhaps we were becoming very blasé about our achievements; or they are happening so fast they are becoming mundane.

Mr. May: This is not an election speech, is it?

Mr. RUSHTON: The next item is development. I think this item could be appropriate to the interjection by the member for Collie with regard to the development by a Collie man of a more efficient engine. I think this is something which comes from the spirit of progress. It is something to encourage and something that this State can certainly use. For instance, throughout the length and breadth of the State it is not only up to the big men to increase production; it is up to each individual, also.

Mr. May: Is there anything in His Excellency's Speech about what the Department of Industrial Development can do for them?

Mr. RUSHTON: I will discuss this subject with the member for Collie later.

Mr. May: You have the Governor's address; is there anything in it about help.

Mr. RUSHTON: No.

Mr. Hawke: The public relations officers must have forgotten it.

Mr. RUSHTON: Progress has certainly been made from the south to the north and from the east to the west. There have been a few comments from the other side of the House to the effect that I am making an election speech. However, what I am saying is factual.

Mr. Bickerton: It is a bit early for electioneering.

Mr. RUSHTON: What I am illustrating is that our progress cannot be denied. Recently, when we attended the opening of the power station at Collie, figures were quoted to show that the Western Australian demand for power had, on an average, gained by 16.2 per cent. over the last four years, whereas in the Eastern States the average increase was 10 per cent. I think that is proof positive of where we are going and what we are achieving.

The figures of the Western Australian Government Railways are again very pleasing and they also illustrate where we are going in our economy. From time to time we may ask ourselves—as the members of the Opposition may ask now—what all this development means to the men, women and children in the State. In recent times we have had a positive illustration of what it means when one considers the recent announcement of the microwave communication which will link Western Australia with the Eastern States. That is a direct result of the development in this State. It is now most necessary that those extra channels of communication be developed to cope with the extra activity taking place in the West.

Mr. Hawke: That expenditure will assist the man in the street, will it?

Mr. RUSHTON: I will come to that point in a moment; and I think it will be agreed that the men and women in the State are gaining.

Mr. Bickerton: What is so different about the man in the street?

Mr. RUSHTON: We all share the interest shown by the member for Murchison in the new communication channel and we can see what a great advantage such developments are in the way of spreading our facilities and amenities throughout the State. We all wish Kalgoorlie, and other points of call upon the way, every advantage that can be gained from this extra link.

Mr. Hawke: Will it bring down the cost of living for the man in the street or the woman in the kitchen?

Mr. RUSHTON: In reply to the interjection by the Leader of the Opposition, I will deal with what I think development has meant with regard to our people in the State of Western Australia. I think it has brought a greater resilience and depth to our economy. It has brought a buoyancy and elasticity which enables us to withstand any knocks—to put it one way—or any threat to our economy. We are better able to handle whatever may come. With regard to the people I am very interested in; that is, the men, women, and children of this State, I believe it gives them greater employment opportunities. In other words, there are more eggs in more baskets to be shared.

Mr. Bickerton: Do more eggs improve their position?

Mr. RUSHTON: Yes; they are very good and I enjoy them. People also have a choice of employment; and taking it to its logical conclusion, there will be more cultural enjoyments in the State; and, above all, it gives our family units and individuals greater security.

Mr. Jamieson: No doubt the bank did a good job of brain washing you.

Mr. RUSHTON: I gained experience; and it would be a good place for somebody else to go. I now move to a subject which is amongst the most important in our State, and that is local government. In this regard His Excellency had this to say—

The boundaries, finances and general activities of Local Government will be the subject of an overall review by a committee appointed by the Government. Some amendments to the Local Government Act will be introduced this Session.

Mr. Jamieson: Too little, too late!

Mr. RUSHTON: I believe that this inquiry will be a worth-while one and I am looking forward to an improvement in the lot of councillors. I hope that the recommendations in this report will mean encouragement for councillors in their work.

Mr. Jamieson: How would you improve the lot of councillors?

Mr. RUSHTON: If the honourable member would like to see me afterward I would be only too happy to give him a full run down on the subject.

Mr. Toms: Increase it to "four per cents."?

Mr. RUSHTON: I believe that with the introduction of more up-to-date methods councillors will be helped in their work and, in turn, the ratepayers of the districts concerned will be able to get a bigger return and have greater services rendered for the money paid in rates.

Mr. Bickerton: Do you think the police should take over registrations in country districts?

Mr. RUSHTON: That is not a subject with which I am dealing today.

Mr. Kelly: Sidestepped.

Mr. Jamieson: No doubt about that.

Mr. RUSHTON: To give some idea of the magnitude of local government, and the important part it plays, I wish to quote some figures I have obtained from the *Statistical Register of Western Australia* for 1963-64, part XI, Local Government. Unfortunately these figures are two years old and one of the recommendations I have to make is that perhaps it may be possible to have these figures produced and made available to the public sooner than is done at the moment. I am not reflecting on the people who prepare the figures, because I know they have a great deal to do.

Mr. Norton: You ask for them and they will supply them.

Mr. RUSHTON: Also, at that stage they were faced with the changeover to decimal currency. As a result of one of my suggestions, I feel that in future more up-to-date figures may be provided and the returns come out much quicker than is the case at the moment. The figures I now intend to quote will tell the story far better than I could in my own words. They indicate a comparison over a nine-year period from the year 1954-55 to 1963-64. These figures show the results of a range of local government activities in Western Australia. They are as follows:—

	1954-55	1963-64
Number of authorities	147	146
Population	657,115	789,917
Dwellings	178,254	228,117
Roads open for general traffic—		
Bitumen	5,322	11,286
Gravel	15,492	21,414
Other	36,098	43,986
Value of rateable property—	£	£
Annual value	6,281,932	13,574,591
U.C.V.	58,259,993	140,666,695
Expenditure:		
General administration	701,560	1,268,821
Construction and maintenance	1,740,739	4,043,160
Street lighting	79,991	220,315
Parks and gardens—		
Recreation facilities	419,992	1,292,635
Halls and buildings	269,464	799,827
Sanitary and garbage service	456,164	665,585

These figures illustrate the important part played, and the diversity of activi-

ties and services undertaken, by local government in this State. The figures are not completely up to date but they illustrate the magnitude of local government.

I have two points to put forward regarding local government matters. I do not intend to delve very deeply into the subject, because I am awaiting with great interest the report that is to come forward as a result of the investigation being made into local government. However, I think the Minister's action in creating a survey section in the department is very noteworthy. I would only suggest that it be developed further and that a research section be set up to delve into the various facets of local government.

This section could apply itself to research methods and mechanisation in local government. I think we can safely say that in the not-too-distant future greater use will be made of computers, collectively, in local government. I believe that a research section could investigate ways and means to use such machines in local government; or, if not, it may be possible for a Government machine to be used part-time when the Government moves into this field.

Standardisation of forms and staff training could also be a subject into which this research section could inquire. Perhaps a pool could be formed in order to provide relieving staff. That would be most helpful and would prove economic for local government generally. Naturally I am not one of those who believe that the powers of councillors or their autonomy, should be taken away or reduced. I think they should be given clear lines of direction in which they can operate; because a man who gives the tremendous amount of time, and renders the service to local government, that councillors do should be given every consideration. In addition, councillors are involved in the expenditure of a great deal of their own money, and I think these people should be able to make decisions without any great interference.

I have discussed the first point I wish to make regarding local government; that is, the setting up of a research section which I think would be of tremendous advantage. It could be established after negotiations between the Local Government Department and the local government itself had been entered into; or, local government itself could make moves regarding its establishment; or even the Local Government Department could make a move in this direction. This is a point about which I have no firm ideas but I think there could be negotiation between all interested parties.

Mr. Norton: Would you agree with the combining of various local governments into one shire?

Mr. RUSHTON: I think that is something which is being investigated. I would be keen to give a great deal of thought to

whatever comes out of the report. I think that will be the time—after an inquiry has been made—to give the matter consideration.

Mr. Norton: But do you believe in it?

Mr. RUSHTON: The most efficient operation of local government does not necessarily mean the amalgamation of shires. I have already given some thought as to what I think can be accomplished in this regard and I would like an investigation to be made firstly to see how far we can go.

Mr. Jamieson: You won't have computers in use in local government if you do not amalgamate a few of them.

Mr. RUSHTON: That is the honourable member's opinion; it is not mine.

Mr. Jamieson: That is for sure.

Mr. RUSHTON: Apparently the honourable member is not well versed in the subject, and I will leave it at that.

Mr. Toms: Every local authority would need to use the computer at the same time because they would be doing the same type of work.

Mr. RUSHTON: I do not agree with that. There is another point I would like to bring forward, and I am sure this will interest the member for Bayswater. For those who are not aware of the situation as regards the allocation of funds, in the last few years expenditure for revenue and roads has been separated so that money can be spent only in the particular section for which it is raised. However, I believe that the present situation should be changed and the shires should be permitted to apply that portion of administrative costs which are definitely applicable to, say, the construction of roads, to the account which covers the building of roads.

I believe the present practice adopted by local government is not the correct one and certainly is not recognised in the business world. In my view local government should practice all the efficiencies possible and use modern methods, in the same way as is done in the ordinary business world. For those who are not quite clear as to what I mean, let me put this to them: If a private contractor were to do work for a shire, that private contractor could charge all of his costs—and this would include every item of administration, including expenses connected with staff—to the account covering the building of the road.

Mr. Toms: All the overheads.

Mr. RUSHTON: Yes. But at the present time a shire which employs an engineer, a shire clerk, and, say, an assistant shire clerk, can apply to the road funds involved only the cost of the engineering work. There is no allowance for a percentage of the costs involved in the time which the shire clerk, the assistant shire

clerk, and any other staff must put into the work.

Mr. Toms: This is shown in the municipal fund.

Mr. RUSHTON: If this principle is carried to its extreme it could result in a decrease in services, such as recreational and health, because of the pressures that are building up all the time for bigger and better road programmes. We are all happy about these bigger programmes but under the present set-up they result in a pressure on the revenue fund, and I suggest to the Minister for Local Government, the Minister for Police and the Minister for Works—I suppose they really are all involved—that some thought be given to this aspect. It is a point which I think should receive urgent attention.

Mr. Jamieson: You have not told us how you can attract more public attention to local government.

Mr. RUSHTON: I have my own thoughts on that matter, but I have only a limited time to deal with the subjects I wish to mention. However, if the honourable member would like to hear my thoughts on this aspect—

Mr. Norton: See me afterwards.

Mr. RUSHTON: —I would be pleased to have a chat with the honourable member on the matter.

Mr. Jamieson: We will be interested to see if you will take up the full time allowed.

Mr. RUSHTON: I now wish to speak on the subject of education, and in this regard I congratulate the Government, the Minister, the director, and his staff and teachers for the grand job they are doing. The school buildings in the north, as those who made the trip north will realise, are very good. It was my privilege to see a small number of them and I was delighted to find that the standard is as good as, if not better than, the standard of the schools in the south. It is a creditable performance on the part of the department because it means that those who are living the greatest distance away are certainly receiving as much attention as those who are living close to the city.

Mr. Rhatigan: Do you know that the goods shed in Derby is being used as a schoolroom?

Mr. RUSHTON: I did not go to Derby. I am talking of Port Hedland.

Mr. Rhatigan: The old Catholic church in Derby is also being utilised.

Mr. RUSHTON: There may be an opportunity for me in the future to visit Derby, but I am talking of Port Hedland, Shark Bay, and Carnarvon.

Mr. Lewis: One of the nicest schools in the country has been built at Kununurra.

Mr. RUSHTON: I thought the school buildings were a credit to those responsible for them.

Now to come to my own electorate. I have quite a number of schools, reasonably large and small, and with the exception of one, which is to be rebuilt this coming year, the standard throughout them is the highest one could expect for the time being. When dealing with the methods of teaching I would say that I have been closely associated with the school that my own children have attended for many years now, and there is no doubt that the teaching methods are constantly improving, and the performance given by the teachers whom we have had the opportunity to see perform is in the highest ideals of the teaching profession.

A point I wish to make—and I am sure the Minister for Education will agree with me—is that we can never do enough for education. We can always use as much money as we can get for education, but there is the factor, in a developing State such as ours, which makes it necessary to apportion this money in the best manner possible.

I would like to make these few comments for the record concerning the problems in the schools in my district. The Armadale High School will have quite an urgent need in the coming year. The emergency created by new families moving into the Safety Bay area has been well met, but this will need to be further studied. The Armadale Primary School, which was provided with a new classroom, will need further additions. In the Rockingham area a tremendous problem has been created as a result of the influx of migrants in recent times, and the position there will need close attention. I have a question to ask the Minister in regard to this matter, and it will be on next Tuesday's notice paper.

Coming a bit closer to home, the school at Kelmscott is feeling the effects of rapid housing development nearby, and it will need an additional one or two classrooms in the coming year.

Mr. Norton: You do not appear to be badly off.

Mr. RUSHTON: We all realise that there is a great deal to be done, and each one of us, no doubt, gives full attention to the needs of his district; and I, like the member for Gascoyne attempt at all times to see that the needs of my electorate are not passed over.

We witnessed a very happy occasion during the recess when the Minister for Works and the members of the water board attended the opening of the reticulation system in the Rockingham area. His Excellency mentioned this item in his address. I am sure we will all agree that this is a great step forward in the progress of the community. The only thing that did worry me on that occasion was that the

Minister was so devoted to his cause that I thought he would drink the fountain dry!

Moving a little further east, we have seen close attention given by the Minister and his irrigation engineers to the problems of Baldivis. I think the work done there this year was most creditable, and in the coming year we could see the major problems of this drainage system relieved. I am sure the member for Merredin-Yilgarn will be pleased to hear this news. If he has been there in recent times he will know that considerable and very sound work has been done in this area, which will bring tremendous relief to the settlers there.

I would point out, too, that the Minister has met the settlers further east, towards Mardella and Serpentine, and he has been most considerate of their requests concerning overdraining. In this area there is a tendency for pastures to be overleached and overdrained. The matter has not been finalised yet, but I am very pleased to say that the Minister did give it a great deal of attention.

At Jarrahdale, a little further into the hills, there is a steady build-up of homes, and the thought of reticulated water supplies for that area is one that is before the authorities at the present time. I hope we might be able to get some satisfaction in the near future. Those who know Jarrahdale will realise that it contains a progressive timber community, and my endeavours have been directed towards ensuring that the people there enjoy the standards at present enjoyed by those in other country towns and places throughout the State. It is my fervent wish that this town should receive this type of amenity.

The member for Bunbury mentioned the activities of the Main Roads Department, and the only comment I have to make is that those who come from the south will see that the dual carriageway towards Armadale is nearly complete. This is a great step forward in our communications and one that we are very pleased to see. The issue I have in mind here is the integration of the Bunbury and Albany traffic, and it is a matter that will receive my close attention.

I propose to give great thought to preserving, to the greatest degree possible, the aesthetics of this area, because it is one that has an old-world charm about it. If we can retain this situation and build efficient communications it will be very desirable indeed. I am sure members will agree that the road to be built from Carnarvon to Port Hedland is also a great step forward; and the one which reaches eastward towards South Australia is another project to which we are looking forward. It will be a great day when it is completed. The spreading of bitumen roads throughout the State is making a tremendous contribution towards diversified development, which is something we all hope for.

I now wish to touch lightly on the question of the Barracks archway which is situated west of St. George's Terrace. I believe the action taken by the Premier in giving the people an opportunity to say what they feel on this subject is most commendable.

Mr. Hawke: What opportunity? Where is the opportunity?

Mr. RUSHTON: The Leader of the Opposition asked for an assurance, and the Premier gave it very readily, and when he is able to sort out the suitable sampling of public opinion he will give his attention to a final decision.

Mr. Hawke: When is this sampling to be done?

Mr. RUSHTON: I am not the Premier and it is therefore difficult for me to answer that question.

Mr. Hawke: I do not think anybody knows.

Mr. RUSHTON: But I feel sure the Premier will give a reliable—

Mr. Hawke: Guess.

Mr. RUSHTON: I was going to say I feel sure the Premier will take reliable action in this matter.

I would like to say a few words concerning the older buildings which are situated throughout the city and the country areas. When I was in the shire council a circular was received from the Historical Society asking us to list the buildings which could be considered of historical value. Without emotion, and without the pressure of impending work, due consideration should be given to this question of the preservation of those buildings which are considered of historical value.

I would ask the Government, when it is able to do so, to give full consideration to this important subject, and to introduce legislation if necessary.

Earlier I mentioned the question of a 5 per cent. increase in the production of milk. Whilst it is not necessary for me to say very much on this question, because it was dealt with very fully by the Minister for Agriculture in his political notes of the 4th August, I do have a number of comments I would like to make, and they concern the recommendations I would like to put forward.

Naturally in making such recommendations, due regard will be paid to those who are interested in the industry. One comment the Minister made was that 200 new dairies have been built since 1960. This is a very worth-while and needed step. I have only this thought to express: There is within this directed industry those who build dairies far beyond their economic position, and who finish up with homes far less attractive than the dairies. To have a happy industry the husband, the wife and the children—those engaged in the industry—should be suitably housed.

When the question of the new dairies comes forward I shall ask that consideration be given to house the family suitably at the same time, so that there is no over-building in the dairy section.

Mr. Jamieson: You have been reading too much of the propaganda of the member for Murray.

Mr. RUSHTON: The next item I wish to refer to was touched on by the member for Murray. Quite a number of people have a desire to enter the dairying industry, and there is a need to make provision for the sons of the dairy farmers, so as to retain them in the industry. On the question of economics, the lifting of the quota by a little for some would make conditions more satisfactory.

Reference was made by the member for Murray to the carrying out of research. It might be premature at this stage to go into this research very fully, but it should have the attention of all sections of the industry which come under the hands of the Minister for Agriculture so that the sales of milk could be increased.

I make this suggestion from what I have read of developments in other places; and I have had no personal experience! There could be a greater demand for skim milk. Probably if we drank skim milk we would be far healthier than if we drank milk with a large fat content. Surely there could be production of milk with varied fat contents.

Mr. Hawke: Would you elaborate on the point you made a moment ago that too much money is spent on dairy buildings, and not enough on dairy homes?

Mr. RUSHTON: Full consideration has been given to this question, but because it is a directed industry some people engaged in it have a tendency to carry out the strict letter of the law, direction, or suggestion, without due regard to the overall position.

Mr. Hawke: Does that indicate that the dairy farmer is compelled to erect modern dairy buildings, but cannot afford to put up a decent house?

Mr. RUSHTON: No. He is given considerable time to go into the subject. Suggestions as to what should be built are made to him, but some of these people get carried away. Because it is a directed industry there is a moral responsibility for the whole situation to be examined for the benefit of the people who are engaged in it. Due regard should be given to the building of suitable homes. Some of those in the industry are more worldly, and decide on building the type of dairy to suit their pocket while retaining sufficient funds to provide themselves with suitable houses. What worries me is that some of these people build dairies which are far beyond their means, and consequently their families have to live in poor types of houses.

Mr. Hawke: You mean they have not enough money left to build a decent home?

Mr. RUSHTON: They get carried away, sometimes, in building the dairy.

Mr. Jamieson: You are a bit of an advocate for filled milk.

Mr. RUSHTON: I now move to a subject—

Mr. Hawke: I thought you were going to move an amendment.

Mr. RUSHTON: Possibly I used the wrong word. The Leader of the Opposition seems to be very attentive to my remarks, and for that I am honoured. The subject of town planning has interested many members of this House. I am saddened by the absence of the member for Albany and a number of others who raised this subject from time to time.

Mr. May: He will read your comments.

Mr. RUSHTON: I now refer to the Speech of His Excellency the Governor delivered on the opening day to Parliament to show what has been achieved in the field of town planning. He said—

The Government's policy of making all major public and private interests in the Metropolitan Region part of the planning process has been developed a stage further. The Metropolitan Region Planning Authority's six advisory committees, which are representative of the Region's full spectrum, have been brought into co-ordinated operation.

We will all be delighted when that stage has been reached within the department. I was very satisfied with the answer that was given to the member for Bayswater regarding those engaged in the various sections of town planning. In reading through the list of names we can all feel very satisfied with the capacity and ability of these gentlemen. I am sure they will give our town planning activities additional drive, and will quicken the activities of this sector.

Mr. Toms: I think there are too many already, and they are likely to clutter up the show.

Mr. RUSHTON: They should be given a chance, to see how they will work. I will now give my interpretation of town planning, because many people have hazy ideas on the subject. Mine may not even be quite complete. I remember the words of one eminent town planner, Mr. Collins—although I am not sure whether he is a brigadier or a lieutenant-colonel. This is his description—

The art and science of ordering the use of land and the character and siting of buildings and communication routes so as to secure the maximum practical degree of economy, convenience and beauty.

This is a very creditable aim. I wish those in charge of this work every success. No electorate can be more affected by town planning than mine. Members have not heard very much about my electorate, as I think His Excellency and the member for Balcatta were the only ones to mention my area, so I feel sure that members are ready to hear a little more about this scenic district.

Mr. Hawke: Any tennis courts out there?

Mr. RUSHTON: The Leader of the Opposition will be welcome to a game of tennis any time he wishes to visit us. I will now turn to another facet of town planning, as it affects my electorate. I move to the Shire of Rockingham. It is necessary for me to give a little of the history of this town. I do not wish to be disrespectful to the member for Albany or the member for Bunbury, but I think they will concede that Rockingham will reclaim its honour of being the busiest port in Western Australia.

In the 1800s, Cockburn Sound was the busiest port in Western Australia; and I think all members will agree that the development at Kwinana has again placed this area in such a position that it will move forward on similar lines. I am sure the activity at Kwinana is far beyond the expectations we held when development was commenced some years ago. The money commitment to this area is growing weekly; and it is indeed a great sight when one goes through this area at night, as it makes one think it is another city.

I did not hear any interjection from the member for Bunbury, so he must concede the point that there is every justification for believing that a major port will be developed in this area—possibly the greatest port in Western Australia.

I now wish to refer to the planning of this area, which all members have seen publicised in the paper. Just before I was elected to Parliament a plan was published. This plan came about as a result of an address given by a senior officer of town planning to a professional group of gentlemen. It was a plan of the Fremantle Port Authority's planning for this area. I am very pleased to say that prior to the Premier leaving on his overseas trip the Government received notice of the plan and published the intentions of the Government in this regard.

Members may recall that when this publication was first made, no decision had been arrived at by the Government, and I was quite concerned about what I thought was a premature disclosure of a preliminary plan which would cause anxiety to local people who were unable to see clearly the whole picture. So I was delighted when the Premier made the disclosure that an interdepartmental committee would review the situation in full and that the Government would take action in due course. It is not right for

me to dwell in detail on this subject at the present time, but I think all will agree that preliminary planning is most necessary for this area, because great expectations are held for it.

In the years ahead the area is expected to cater for something like 100,000 people and planning will need to include the provision of such things as a regional hospital, high schools, and the other modern facilities one could expect in a community of that size. I wish to make only a brief statement in regard to my thoughts in connection with this area. What I am aiming for is that by sound planning we retain the maximum recreational areas of both beach and water and that in our planning we will interfere to a minimum with the development that has already taken place. If I might be so bold as to make the suggestion, I would swap the shipbuilding site for a yachting marina and allow shipbuilding to take place further away. This would ensure that the area would be far more delightful for the public in the years ahead. I do not think we would lose much by adopting this suggestion.

Digressing here, I think most members realise the Swan River is becoming very crowded and, I believe, dangerous for large yachts. At Cockburn Sound in the Rockingham area, we are hoping that the servicing of large yachts will eventually be carried out and, in the years ahead, I think we will witness a grand spectacle if the marina is provided. I hope it will be incorporated in any planning.

The SPEAKER: The honourable members has another five minutes.

Mr. RUSHTON: Before leaving planning in the Rockingham area I wish to say that I am certainly looking forward to an early decision in regard to final planning, because it will alleviate anxieties.

Dealing with town planning in another sector of my electorate, I will make reference to the Shire of Armadale-Kelmscott. This district is well in the grip of town planning. Its scheme is nearing completion and I am hopeful that it will be dealt with in the near future. I had listed many thoughts in regard to this matter, but the two major factors I see are the provision of suitable transport and, where possible, the building up of employment.

Rapid transport is something which will be vital to this area and I was interested to see a comment of the Commissioner for Railways that Kenwick might be a terminal for rapid transport. As you know, Mr. Speaker, as a result of a guarantee I obtained from the Assistant Minister for Railways last year the placing of the terminal at Armadale is to be considered. The rezoning of areas is certainly something that will require additional consideration.

At the present time all these areas are judged on the same basis of acceptability as the City of South Perth, and I think special consideration should be given to the area about which I am speaking, because we certainly need a rapid building up of population to bring the necessary services. This is a subject on which I could dwell for quite a long time but I must leave it at this stage.

I have mentioned a number of departments, and before concluding I must express appreciation for the consideration shown me by their staffs. I also wish to thank the Ministers whom I have not mentioned in my address, and their staffs, for their attention to the needs of my electorate and the consideration they have given me.

I assure the House I will be looking for finality in planning; I will be looking for improved transport systems; I will be looking for extra employment for people in my area; and I will certainly be asking for extensions of services and facilities.

I believe the people of Western Australia are very proud of the foundations which have been laid in our State by past generations and by this present Government, and I am sure we are all very thankful to be taking part in this very vital stage of our history.

MR. SEWELL (Geraldton) [4.59 p.m.]: The most important subject on which I wish to speak is one about which members have heard quite a deal in this House. It has also been mentioned in the Press. I refer to the deepening of Geraldton Harbour. Recently, in the Press, there were suggestions that the Geraldton Harbour would be deepened by Japanese firms and that the payment to those firms for the deepening of the harbour and the removal of the rock bar would be provided by allowing them to collect the harbour dues and wharfage dues paid by the shipping using the harbour.

I want to say here and now that I am emphatically opposed to a suggestion of this kind. It is quite idiotic in the first place to think that a reliable firm, irrespective of nationality, would expect to be paid the large amount necessary for this work in harbour dues and wharfage dues. Secondly, I say there is enough money in this country to deepen the harbours we want to deepen without getting the money from outside. If we allowed this sort of thing to start, we would soon find that because the Federal Government wanted some extra submarines or battleships it would take the customs duty or post office funds to pay for them. One thing is as good as the other and as far as I am concerned I am most emphatically opposed to any suggestion of that sort.

We know the Geraldton Harbour has to be deepened and we also know that the

Government is conscious of this fact. Members will recall that two sessions ago I moved a motion in this House requesting the State Government to approach the Federal Government for immediate release of funds to deepen the Geraldton Harbour. The Minister for Works, by an amendment to my motion, deleted the word "immediate". We know that the request for financial assistance to deepen the Geraldton Harbour was made to the Federal Government, but we have not heard very much about it in the last 12 months.

I hope that the Treasurer and his Ministers will take notice of the fact that the people in the Geraldton district are awaiting some word as to the intention so far as the harbour is concerned. We know works are in progress there at present and also that it is a difficult proposition. The engineering difficulties are not as great, in my opinion, as is the method of raising the finance to do the work.

We have heard much of the export of iron ore from that district, and this is only natural because of the importance of the iron ore to the north-west and to the State. However, in my opinion the Premier made a far more important announcement recently and that concerned the signing of agreements with certain persons for the establishment of abattoirs and freezing works. The Premier stated that the district would be extended and that the freezing works and abattoirs would cater for as far away as Port Hedland.

This announcement about the abattoirs and freezing works would be far more important to the districts of Geraldton and Greenough, and the north as far as Port Hedland, over a great number of years than would the export of iron ore, even though that is important. After a few years we will find that the iron ore propositions will be mere holes in the ground or, as someone has suggested, Japanese quarries. However, as long as Australia is a continent, Geraldton will be one of the main food producing areas in it.

Therefore, because of the necessary increase in the size of ships which will use our ports, the Geraldton Harbour must be deepened—and deepened at a very early date. I would like the Government in the near future to make an announcement as to its plans in this connection.

We must also remember that a pelletising plant for the iron ore could be started somewhere in that district. Whether it is at Morawa, Mt. Gibson, Mullewa, or Geraldton, does not, at this stage, really matter. However, it seems on the information available that the Port of Geraldton would be the natural site for a pelletising plant to be established because of transport facilities and the necessary facilities for loading the iron ore onto the ships. I have no doubt that since their trip north—for which they are very grateful to the Minister for the North-West

and his staff because it was certainly a most enlightening trip—members will know much about the pelletising of iron ore—perhaps more than I do. However I understand that such a plant is a necessity in connection with the quarrying of the iron ore.

We hope that the Minister for Mines will very soon make an announcement about Wilgie Mia, which the member for Murchison mentioned the other night. We know there is a large tonnage of ore in that area. The other deposit which is puzzling to us lay people is Mt. Gibson. The natural port for that deposit, if it is ever worked, would be the Port of Geraldton. Mt. Gibson is a little closer to Geraldton, I think, than it is to Fremantle.

We hear a lot about decentralisation, and the abattoirs at Geraldton have certainly been a step in the right direction so far as decentralisation is concerned. But it is felt that the pelletising plant should be situated at Geraldton, and if the Mt. Gibson deposit is ever worked and exported, that should be channelled through the Port of Geraldton also.

Most of the subjects to be dealt with by members in connection with their electorates can take up quite a lot of time. I intend at some stages through this session to bring before the various Ministers the needs of Geraldton as far as the different departments are concerned. However, I want to say now, just briefly, that the schools in my area have been well maintained by the department and they have been well staffed in the last 12 months. I am quite sure they have given satisfaction to the parents of the children attending them.

The Minister knows also that the Geraldton High School is in urgent need of an assembly hall. We know it has not been possible to supply this up to date because of the lack of funds and the shortage of classrooms elsewhere. However it is hoped that with the prosperity of the State, about which we are always being told, at least next year the Minister will be able to tell us the assembly hall at the Geraldton High School has been approved and will soon be erected.

Mr. O'Neil: What about the Applecross High School?

Mr. SEWELL: Applecross can keep. We have to cater for the most important schools first! The other matter to which I wish to refer at the moment concerns the hospitals in the Geraldton area. The members in this House have heard me speak on this subject before, particularly in connection with the regional hospital.

We have had a continual battle to get this hospital established. I can advise members that it is now just about completed, and it is not only a credit to the Government and the town, but also to the con-

tractors and all those associated with it. I understand from the Minister for Health that it will be opened at the end of September or early October, and any member who feels he would like a spell away from his own electorate and the city would be well advised to go to Geraldton the weekend the hospital is opened. I believe it is the latest in hospitals of that type, and, I repeat, it is a credit to all those people who have been concerned with it.

At different times those who knew the late Mr. Emil Nulsen, who was for many years the Minister for Health, have expressed regret because he, who took the initiative as far as this hospital was concerned, before the Brand Government came into office, will not be with us when it is opened.

The last time I spoke to Mr. Nulsen was when he was a private member. He asked me how the hospital was going, and he said that he hoped he would be at the opening. All of us who knew Mr. Nulsen regret that he was not able to see the completion of one of those things to serve humanity which he started.

To the Minister for Housing I want to say that the rate of house building in the Geraldton area has been pleasing, but it still is not enough. With the growth of the town, we need more houses. We hope and expect that more funds will be available for home construction, both Commonwealth-State rental, and Commonwealth-State purchase; and also workers' homes, and flats for aged people. We also hope the Minister will initiate a scheme of flat units for single persons in our area.

The other night I heard the Minister say—perhaps in answer to a question—that the question of suitable land in that area was the big problem so far as the establishment of flats was concerned. I can assure him that there is plenty of land in the Geraldton area; and high, well drained land. We would welcome more flats and houses there.

Mr. O'Neill: We have a new design for cottage flats, which will include a flat for single units. But these require to be built on larger lots than ordinary houses.

Mr. SEWELL: I am very pleased to hear the Minister's interjection and I can assure him that the flats which were first started by the present member for Balcatta when he was Minister for Housing have improved as the years have gone by. The Minister's work has improved them, and I feel we are going in the right direction as far as these flats are concerned.

The question of water supplies, of course, is going to be a very urgent one. The Minister for Works and Water Supplies will find that with the growth of the town and with the new industries coming—particularly with the pelletising of iron

ore—he is going to be sorely pressed to supply the required water.

I was interested to learn at Dampier that the company there was considering—or had decided—to put in a desalination plant in connection with the electricity supply.

I, for one, would be very interested to see that plant in operation. I would like to find out from our own departments just how far we have advanced in the development of desalination plants. The Deputy Leader of the Opposition, when he was Minister for Works, was responsible for the present water supply from Allanooka, and it appears to be reasonably satisfactory. However, because of the growth of the area we cannot afford to risk relying on bore water which comes from shallow bores. The risk is too great and we must have some other source of supply.

The time is not far distant when Governments of the day will have to pay more attention to the use of the water which flows down the rivers in the north each year. I refer to the Gascoyne, the Murchison, the Chapman, and the Greenough. If these waters were harnessed in some way and kept in reservoirs, they would go a long way to overcoming our water supply difficulties. I hope to go further into this question later in the session; that is, the conserving of the waters in the rivers.

We have all been interested in the recent announcement by Wapet in connection with the finding of oil and gas at Barrow Island and Dongara. Only meagre information comes through to the public, but it keeps us on tenterhooks. Although Barrow Island has been declared a commercial field, we do not know whether the field at Dongara will be a commercial one or not. We certainly know that there is a lot of gas there, but just how far it extends under the sea remains to be seen. The development of the gas fields would go hand-in-hand with the pelletising plants. Such development would also go hand-in-hand with the provision of a larger supply of water for the area.

Recently we have heard claims in this House for a new university, or university colleges, in various centres. I am not going to make any apologies in connection with this. I think—in fact I know it—that the first university college should be established in the Geraldton area because of its proximity to the development which is taking place in the north and, also, because of its proximity to the areas north of us, referred to so much as potential markets; that is, Malaysia and Singapore.

We also have a climate which would lend itself to helping the students with their studies far more than the climate of other parts of Western Australia.

I have quite a few other matters referring to Geraldton to speak on, but they

will be dealt with as the session progresses. At this stage I would like to join with other members in more or less passing a vote of thanks to Mr. Islip who has just retired from the position of Clerk of this House. I, like the member for Boulder, was one of those who was close to him, having occupied the Chair. I knew his value and knew of the good, sane, sensible advice he always gave to new members, and to the members elected, from time to time, to the high seat which you, Mr. Speaker, occupy.

Mr. DUNN (Darling Range) [5.19 p.m.]: I feel I would be remiss indeed if I did not join with other members from this Chamber who visited the north in complimenting those responsible and those who executed and helped in what I am sure will go down in the annals of parliamentary history in this State as one of the finest gestures and one of the finest experiences available to members of Parliament. I understand it was unique in that it was the first occasion on which both sides of this Chamber had the opportunity to investigate a lot of the activity that has been taking place. We saw where the time, effort, and money—both from private enterprise and from the Government—had been spent.

I do not think I would be telling an untruth if I were to say that quite a lot of the information and experience that has been gleaned as a result of this trip has already been widely disseminated throughout the length and breadth of the State. I do so agree with all the other members of this House who have expressed their appreciation and thanks to the Minister for the North-West and to his department. I am very happy indeed to have this opportunity of placing it on record.

Without being accused of pumping the old parish pump to the limit, I suppose at this fairly late stage in the Address-in-Reply I could be excused if, perhaps, I did indulge in a few words in regard to matters which, in the main, apply to my electorate and to the people whom I have been elected to represent. At the outset, I intend to say a few words in regard to problems which are peculiar to, and associated, in the main, with, electorates which—for the want of a better term—have been expressed as fringe electorates. These are electorates which are placed geographically—and, to a certain extent I suppose, politically—between towns in the metropolitan area and towns in the country areas. The problems which they experience, in many respects, apply to problems which are common to the metropolitan area. On the other hand, the problems which they experience, to a large extent, apply to electorates which are country in nature.

I feel it would be true to say that, to a large extent, the cause of these fringe

problems—if we can call them such—is brought about by the requirements of town planning. One can well appreciate the desirability—and, indeed, the necessity—for anybody charged with handling the public purse to be well and truly conscious of the fact that any services which are reticulated must, to the best of everyone's ability, be done so as economically, as prudently, and as effectively as possible.

If we accept this as a principle—and, indeed, we should—in regard to an area which is zoned under the metropolitan regional plan as being rural with a now accepted minimum of 10-acre subdivision; and if we accept the fact that the zoning also has in it areas known as public open space—and these, in turn, separate residential zoned areas—then one can well imagine that, in order to economically reticulate light and power, and provide transport, it seems almost impossible to give satisfaction to everybody under the Acts as they exist at the moment. It would seem that we have to make a decision as to how this problem is to be tackled and how it is to be effectively solved.

I, together with other members who represent these fringe electorates, have been told that if we want to reticulate water in these restricted areas—restricted in subdivision capacity, I would say—then it is illegal under the water board Act, as it stands at the moment, for the water board to proceed with any reticulation unless those involved are prepared to pay the capital cost and the interest on the capital. That leaves us in this position: Many people took up land in these areas years ago thinking at the time it would not be long—because they were so close to Perth; and I am talking of areas within 11 miles of the G.P.O.—before they would be allowed to subdivide and, accordingly, they would qualify economically for the provision of the service. However, we all know that this is not yet the case.

Those who are affected have been affected as a result of the Town Planning Act, which was introduced in 1954, and the interim development Act, which was re-enacted each year. The final blow was the acceptance of the metropolitan regional plan. We find that the people who originally pioneered these areas have not advanced beyond the stage which existed when our forebears came to this country. In short, though these people live in an area which is only 11, 12 or perhaps 20 miles from Perth, they are still obliged to exist under circumstances which are no different from those which existed when this country was first settled.

Mr. Toms: You have it even five miles away!

Mr. DUNN: I am sorry to hear that, but I do not doubt for one moment that what the honourable member says is true.

This only increases the urgency for a positive approach to be made towards solving the problem. I do not think that we, as a Parliament, can justifiably sit down and accept this state of affairs. I feel that we should make some approach towards solving it.

My suggestion would be that in areas which are affected by this rural zoning and which could be subdivided to justify reticulation of services, some attempt should be made to investigate them fully in order to see if the requirements of town planning cannot be suitably attended to and, at the same time, the reticulation of the services made economic to give those people, and their children, at least what we have come to regard—and rightly so—as perfectly justifiable facilities. Unfortunately, this problem does not exist only in regard to water; it exists in regard to electric light.

Whilst it is admitted that the introduction of a contributory scheme has been effectively used to solve a number of problems in country areas, such a scheme does not work so effectively in the more closely settled areas of the metropolitan region.

Most owners of blocks in the fringe areas have been classified as being in the rural zone—I would again remind the House that the area to which I am referring has a 10-acre rural subdivision—and they would find it extremely difficult to maintain a family on the income from the products they produce on such a small block. Consequently, they are obliged to obtain jobs in and around the city. In these circumstances, by the time the owner of such a block has provided for the needs of his family, he has little left to pay to a contributory scheme, because he has gleaned no additional income from his property.

This is a very real problem and, at the moment, it would seem to be almost insoluble. The position in country areas, however, is entirely different. It is found that a sum of \$5,000,000 is being allocated from Consolidated Revenue, through the medium of the goldfields water scheme, to make available water to people throughout many parts of the State. So it can be seen that whilst their fellow citizens in the country are able to enjoy the advantages of a public water supply, the unfortunate people residing in the fringe areas are deprived of such a facility.

In speaking of electricity supplies, I think I would be reasonably safe in saying that each year \$1,600,000 is lost in the reticulation of power throughout the south-west. If this figure is correct, it seems to me to be reasonably fair that we, as responsible members elected by the people residing in the fringe areas, should be given the opportunity to provide some relief for their benefit. I suppose it would

be fairly safe to say that, politics being politics, it is much easier to provide for the majority than it is to look after the few. However, it has fallen to my lot, and that of certain other members in this Chamber, to represent these people, and so I feel we should strongly and earnestly urge every member of this Assembly to ensure the Government will provide these people with facilities to enjoy modern-day living. Surely this must be accepted as a challenge which we must take up.

At this stage I will put in a plug for myself as a member representing a fringe area. That is, I cannot understand why those members representing such areas, in working so hard for the benefit of their electors, have had their country allowances taken away from them.

Mr. Tonkin: It is because you are not in the country.

Mr. DUNN: This is an instance of when it suits those in authority, these electorates are regarded as not being in the country, but then, on some other occasion, when it suits, they are regarded as being in the country. I would like to suggest, as a solution to this problem of electricity supplies—

Mr. Fletcher: What about a change of Government?

Mr. DUNN: We do not want to go from the sublime to the ridiculous. However, it is very nice indeed to allow the member for Fremantle to indulge in his little witticisms—if one can call them such. No doubt it gives him a great deal of pleasure, which I cannot begrudge him, because on many occasions whilst he has been speaking I have made interjections which have given me some pleasure. I will continue with the debate to say that the suggestion I would like to make is that a special fund should be provided by the Treasury to cope with these problems as they progressively occur. I know that such a solution is not as easy as it sounds, but it does present itself as a possible answer to this problem.

In the main, the areas which are governed by the provisions of these various Acts are not so great in number, but the existing provisions will remain until something is done to amend them. Therefore, I hope it will not be long before a positive attempt is made to ensure that the problems in these small areas are solved.

I now desire to say a few words on a subject which I view very seriously, and which I hope other members in this Chamber will accept as being a serious problem. It is not a local problem in any shape or form. On the contrary, it is more of a State problem and, to a large extent, could be regarded as a national problem. Before coming to the point I want to make it clear that all football

teams are not guilty of this action, because there is one team that does not indulge in such tactics and I will leave it to every member of the House to work out for himself which team it is.

I am referring to the tactics that are being used in Australian football to ensure that a team wins. These tactics are referred to in the Press as "basher tactics." I suppose there would not be anybody, either in Western Australia or Victoria, who has attended an Australian rules football match and who has not been appalled when, at some time or another, he has seen a deliberate assault committed flagrantly in front of all the spectators. There is evidence of this in the many references that have been made in the Press concerning such tactics.

Last year many of our star footballers expressed their opinion on the subject by saying quite openly that they feared these tactics on the football ground. It has been suggested that they have been introduced in order to make the turnstiles turn more often; that this is what the people want. However, I venture the opinion that if a true analysis could be made of the opinion held by the majority of those who attend football matches, it would, indeed, not be surprising to find that quite a number of people are now refusing to attend any of our football matches because they are appalled at what goes on and will not suffer the indignity of witnessing players being deliberately assaulted when such players have had no idea who committed the assault or the reason for its being perpetrated.

That, of course, is a flagrant breach of the law. I am interested to know why this sort of thing is allowed to continue. If one goes along Hay Street and openly assaults somebody, one is immediately put on a charge. On a football ground, however, if this sort of thing is done—ostensibly for the sole purpose of sport—it is apparently condoned.

I know that this dirty type of play has been referred to as good clean sport. If one listens to the radio announcers one can hear them say that the play in a certain game was rugged; that the physical clashes were really something to behold; that a particular bloke had guts and determination. Very often, however, we find that the subject of the guts and determination is somebody who has simply been clouded from behind, or punched in the kidneys.

Mr. Kelly: More broken noses this year than in any other!

Mr. DUNN: I appeal to members in the Chamber to take this matter seriously. It is not a joke. This example of dirty play is set by our top teams in Western Aust-

ralia; and the juniors, who follow such examples, feel it is the proper way to play the game. Nobody will convince me to the contrary. It is no good our trying to fool ourselves; we all like rugged play, and I am sure nobody would be against it provided it was fair and clean.

I suggest that one of the most effective ways to stop this dirty type of play is for a charge to be laid against anybody who deliberately flouts the law. I am sure this will not detract from the joy of our game, nor will it destroy the atmosphere so necessary to it. It will simply make the game clean; and surely more people want to see a clean game than to see somebody kicked from behind, or punched in the kidneys.

It is high time that the authorities who make the laws got down to the hard cold facts of the problem and did something before it is too late. If these tactics are allowed to continue, any game can be won or lost providing somebody has sufficient money to pay. I do not believe for one moment that this was intended by the people who introduced this wonderful national game of ours.

Mr. W. Hegney: The spectators should not libel the umpire either!

Mr. DUNN: I quite agree. I barrack for a very fine team, and I would still like members to decide which team it is that does not play dirty. If they can honestly decide this issue, then I suggest they keep it to themselves. I do not want this to develop into a joke, because it is not a joke; it is something very serious. We permit a flagrant breach of the law Saturday after Saturday, and we do nothing about it.

The other night I went home and watched a football match on television. One of the players was going to have a kick, but another player came up from behind and gave him a left hook. The fellow who was about to kick the ball staggered back and fell. No action was taken. He merely picked himself up and had another kick at the ball.

We all know what went on during the Victorian football finals when the police were going to charge somebody for assault. However, as far as I know, no action was taken. All sorts of stories were circulated as to why nothing was done; but the particular club, for some strange reason, decided to expel the player concerned from the club. If this sort of thing were carried to its logical conclusion, we could go through all the teams and find innumerable players who should be expelled for playing dirty football. It is high time that this matter was taken in hand. If the law is allowed to be flouted on the football field, I would like to know why.

It is not right that this should be permitted. One is certainly not permitted to flout the law in Hay Street, so why should one be permitted to do so in the middle of a football field in front of innumerable policemen? Let us face the fact: Quite a number of footballers are actually policemen. It is of no use our saying that this sort of thing does not happen. It does happen, and I want to know why it is allowed to happen. I hope something realistic will be done in the future to prevent a recurrence of dirty play.

Debate adjourned, on motion by Mr. Crommelin.

House Adjourned at 5.46 p.m.

Legislative Council

Tuesday, the 16th August, 1966

CONTENTS

	Page
ADDRESS-IN-REPLY: EIGHTH DAY—	
Speakers on Motion—	
The Hon. E. C. House	328
The Hon. R. F. Hutchison	321
QUESTIONS ON NOTICE—	
Commonwealth Aid Roads Act: Allocations to Western Australia	320
Epileptic School Children: Instruction to Teachers	320
Main Roads—Kimberley Division: Area, and Road Maintenance Tax Collection	320
Railways—Superphosphate: Cartage from Bassendean Works	319

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS (5): ON NOTICE

1. *This question was postponed.*

RAILWAYS

Superphosphate: Cartage from Bassendean Works

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

- (1) How many railway wagons for superphosphate loading were placed at Bassendean works during the month of April, 1966?
- (2) How many wagons of the total number were not loaded at the end of:
 - (a) one day;
 - (b) two days;
 - (c) three days; and
 - (d) a longer period than three days?

- (3) Did the Railways Department raise any charge for demurrage against Bassendean works during April, 1966?

The Hon. A. F. GRIFFITH replied:

- (1) 4,036 wagons.
- (2) (a) 265 wagons.
(b) Nil.
(c) Nil.
(d) Nil.
- (3) No.

Note: I would like to point out that the number of wagons required at the works is adjusted on a daily basis and for the information of the honourable member, I have here details of the number of wagons supplied and used daily by the Bassendean works during the month of April, 1966, as follows:—

SUPERPHOSPHATE CRESCO

Date	Day	Shift	Wagons Ordered	Wagons Available for Loading	Wagons Loaded
April 1	Fri.	N/S	70	41	
" 2	Fri.	D/S	80	78	117
" 3	Sat.	N/S	70	65	
" 3	Sun.	D/S	80	84	140
" 3	Sun.	N/S	70	3	
" 4	Mon.	D/S	80	126	129
" 4	Mon.	N/S	70	33	
" 5	Tues.	D/S	80	86	172
" 5	Tues.	N/S	70	63	
" 6	Wed.	D/S	80	68	131
" 6	Wed.	N/S	70	51	
" 7	Thurs.	D/S	80	101	152
" 7	Thurs.	N/S	70	75	
" 8	Fri.	D/S	100	100	175
" 8	Fri.	N/S	70	70	
" 8	Sat.	D/S	100	135	205
" 9	Sun.	No Work			
" 10	Mon.	No Work			
" 11	Mon.	N/S	70	70	
" 12	Tues.	D/S	80	112	182
" 12	Tues.	N/S	70	70	
" 13	Wed.	D/S	80	128	198
" 13	Wed.	N/S	70	70	
" 14	Thurs.	D/S	80	118	168
" 14	Thurs.	N/S	70	64	
" 15	Fri.	D/S	80	70	134
" 15	Fri.	N/S	50	50	
" 16	Sat.	D/S	100	95	145
" 17	Sun.	N/S	70	70	
" 18	Mon.	D/S	80	77	147
" 18	Mon.	N/S	70	61	
" 19	Tues.	D/S	80	82	143
" 19	Tues.	N/S	70	66	
" 20	Wed.	D/S	80	86	152
" 20	Wed.	N/S	70	66	
" 21	Thurs.	D/S	80	72	138
" 21	Thurs.	N/S	70	50	
" 22	Fri.	D/S	80	82	132
" 22	Fri.	N/S	50	68	
" 23	Sat.	D/S	100	101	169
" 24	Sun.	N/S	80	60	
" 25	Mon.	D/S	100	100	160
" 25	Mon.	N/S	70	70	
" 26	Tues.	D/S	80	67	137
" 26	Tues.	N/S	70	70	
" 27	Wed.	D/S	80	94	164
" 27	Wed.	N/S	70	70	
" 28	Thurs.	D/S	80	98	168
" 28	Thurs.	N/S	70	70	
" 29	Fri.	D/S	60	91	161
" 29	Fri.	N/S	70	70	
" 30	Sat.	D/S	90	84	154
Total			3,750	3,900	2,856