

I hope the House will agree to this Bill. There are many things that such a capable person could perform as and when his services were required. Another point I would like to stress is that at the present time we have two kinds of magistrates: those who retire at 70 years of age and those who retire at 65 years of age. This seems to me to be quite illogical. The judges retire at 70, and I cannot see any reason why there should be any difference in the regulations applying to magistrates.

When appointments have been made to the magisterial bench in recent months, or in recent years, there has been a tendency for a lot of younger men to apply. I have found that when we require a magistrate for the metropolitan area there seem to be plenty of applicants, but when we require a magistrate to serve in the more remote parts of the State—particularly in the north—it is difficult to fill the position. Therefore I think it would be an advantage to have this amendment approved by Parliament so that it can be availed of if required.

Debate adjourned, on motion by The Hon. F. J. S. Wise (Leader of the Opposition).

House adjourned at 6 p.m.

Legislative Assembly

Tuesday, the 17th August, 1965

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

QUESTIONS (29): ON NOTICE

SAFETY BELTS IN CARS

*Compulsory Fitting to New and
Used Vehicles*

1. Mr. FLETCHER asked the Minister for Police:

Will he, with a view to a reduction of fatal and other motor vehicle accidents, consider amending legislation to ensure that all new vehicles, or those sold through used-car dealers, are sold with seat belts installed for at least front seat occupants?

Mr. CRAIG replied:

Regulations, to be known as Vehicle Standards Regulations, 1965, will be promulgated before the close of this session of Parliament. These are based on recommendations of the Australian Motor Vehicle Standards Committee and will provide for the fitting of seat belt anchorage points for two persons in the front seat of all new vehicles registered after a specified date.

The regulations will provide for the fitting of anchorage points only and not for the belts. It is considered that the fitting and use of seat belts should not be compulsory, but, nevertheless, strongly encouraged.

It is not intended to extend the proposed regulations to include used cars.

METROPOLITAN REGIONAL PLAN

Rural Zoning

2. Mr. DUNN asked the Minister representing the Minister for Town Planning:
- (1) Could he advise the reason for having rural zoning in the metropolitan regional plan?
 - (2) What are the basic essential requirements for classifying land as such?
 - (3) What is the minimum sized block currently acceptable to the Town Planning Board for the subdivision of rural land?
- Mr. LEWIS replied:
- (1) and (2) That part of the metropolitan region which is not zoned or reserved in the scheme for other purposes is included in the rural zone in order to facilitate its rural use without prejudicing the economic and other advantages of compact urban development.
 - (3) The size which in the opinion of the Town Planning Board after consultation with various authorities is capable of economic agricultural use.

UNIVERSITY EDUCATION

*Site and Building of New
Establishment*

3. Mr. HALL asked the Minister for Education:
- (1) As he has stated publicly that Albany has a strong claim for the second university or university training college in this State, have final determinations been made as to where the second university or university college will be built?
 - (2) If final determinations have not been made, how far have negotiations gone as to determination of site, and when is it anticipated that a second university or university college will be built?

Mr. LEWIS replied:

- (1) and (2) I have no recollection of having made any such statement in reference to a second university and doubt very much if I would make it. I have, however, at times stated that if university colleges were to be set up then they might be established in the larger country towns.

A determination as to whether a second university or colleges of the existing University should be established, and when, will be considered by the committee on tertiary education which is being set up.

THIRD PARTY INSURANCE*Registration by Local Authorities in Wrong Categories, and Effect*

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

- (1) What would be the effect as to payment of insurance claims through third party insurance when motor vehicles have been registered in their wrong categories?
- (2) Is he aware that shire councils and municipalities have allowed wrong registration of motor vehicles with the resultant action of wrong registration affecting third party insurance payments?
- (3) If so, will he undertake to see that all local authorities are so advised to avoid incorrect registration thus giving the full compensation coverage to third party insurance?

Mr. LEWIS replied:

- (1) If a vehicle was wrongly registered and thus insured in an incorrect class, this would not affect the right of an injured party to claim under the provisions of the Motor Vehicle (Third Party Insurance) Act.
- (2) No.
- (3) Answered by (2).

BRICKLAYERS*Number Employed by P.W.D., and Apprentices*

5. Mr. W. HEGNEY asked the Minister for Labour:

- (1) How many bricklayers were employed by the Public Works Department on —

(a) day labour;

(b) piecework or contract,

at the 30th June in each of the years 1960 to 1965, both inclusive?

- (2) How many apprentices were employed by the P.W.D. at dates mentioned in (1)?
- (3) How many bricklayer apprentices were registered at the Arbitration Court at the 30th June in each of the years 1960 to 1965, both inclusive?

Piecework and Contract Rates

- (4) What is the present piecework or contract rate paid to bricklayers per 1,000 bricks?
- (5) Can he state what rate is paid in—
 - (a) New South Wales;
 - (b) Victoria?
- (6) Is it a fact that local builders will not train the appropriate number of apprentices?

Unemployment

- (7) Is it a fact that since the beginning of 1965 a number of bricklayers have been unemployed for varying periods?

- (8) Can he quote the number of bricklayers who are unemployed at present?

Recruitment from England

- (9) Can he state the number of bricklayers who have arrived in W.A. since the beginning of 1964 as the result of the recruiting campaign conducted in England by the representatives of the Brick Manufacturers' Association and master builders?
- (10) Is such recruiting campaign still being carried on?

Departures to Eastern States

- (11) Can he state how many bricklayers have left W.A. for the Eastern States since the beginning of 1965?

Mr. O'NEIL replied:

(1) (a)	1960	....	....	41
	1961	....	....	19
	1962	....	....	25
	1963	....	....	30
	1964	....	....	27
	1965	....	....	33

(b) Nil.

(2)	1960	....	....	10
	1961	....	....	2
	1962	....	....	4
	1963	....	....	7
	1964	....	....	6
	1965	....	....	10
(3)	1960	....	....	40
	1961	....	....	36
	1962	....	....	32
	1963	....	....	49
	1964	....	....	54
	1965	....	....	72

- (4) Since the Government employs no bricklayers on either piecework or contract, this information is not available.

- (5) This information is not available.

- (6) Difficulties are being experienced in inducing boys to enter this trade. There were insufficient nominations this year to continue a pre-apprenticeship class at the Leederville Technical School, provision for which is made in the building trades awards.

- (7) Yes, but this situation is common to most building trades.

- (8) As at Friday, the 13th August, there were no bricklayers seeking employment through the Commonwealth Employment Service.

- (9) 90 in 1964; 10 in 1965.

- (10) No. But bricklayers previously selected are still being processed by Commonwealth authorities.

- (11) No.

BREAD PRICES*Fixation: Authority Responsible*

6. Mr. W. HEGNEY asked the Premier:

- (1) What authority fixes the price of bread in the metropolitan area?

Increases in July and Present Prices

- (2) What increases were made during the last week in July?
(3) What are the present prices?

Mr. BRAND replied:

- (1) There is no statutory authority established for this purpose.

- (2) The prices of the 2 lb. ordinary loaf, sandwich loaf—sliced and wrapped—milk bread, and soya bread were increased by $\frac{1}{2}$ d. per loaf in July, 1965.

The prices of rye bread, small Vienna bread and the 1 lb. varieties of unwrapped tanks and pipes, protein-increased, sliced and wrapped and bermaline bread were increased by 1d. per loaf in July, 1965.

- (3) One-pound varieties of ordinary bread—price 10 $\frac{1}{2}$ d.

One-pound varieties of unwrapped protein-increased or rye bread—price 1s. 3 $\frac{1}{2}$ d.

One-pound unwrapped tank or pipe loaves, bermaline bread and sliced and wrapped protein-increased bread—price 1s. 6d.

Large size Vienna loaf—price 1s. 6d.

Two-pound loaf of ordinary bread and two half (or one pound) loaves sold together—price 1s. 7 $\frac{1}{2}$ d.
24-ounce milk loaf unwrapped, and soya breads bagged or sliced and wrapped—price 1s. 7 $\frac{1}{2}$ d.

Sandwich loaves and the 24-ounce milk loaf when sliced and wrapped—price 1s. 10 $\frac{1}{2}$ d.

Two-pound rye loaf—price 2s. 3d.

POTATOES: PRICES*Fixation: Authority Responsible*

7. Mr. W. HEGNEY asked the Premier:

- (1) What authority, if any, fixes the price of potatoes in the metropolitan area?

Increase, Reason, and Present Price

- (2) What is the present price for—5 lb., 10 lb., 14 lb.?
(3) What was the date of the last increase?
(4) What was the amount of such increase?
(5) What was the reason for the increase?

Mr. BRAND replied:

- (1) The West Australian Potato Marketing Board fixes the price of potatoes to wholesalers. It has no authority over retail prices.

- (2) Answered by (1).

- (3) The wholesale price of potatoes was appreciably increased on the 3rd May, 1965. Retail prices would have followed this increase almost immediately.

- (4) As the wholesale price of potatoes rose from £40 to £55 per ton, retail prices would have risen by a proportional amount.

- (5) Very high prices in the Eastern States were creating a situation where there was a likelihood of growers breaking away from the marketing board and selling their potato output where they could secure these prices. Wholesale prices in W.A. had remained stable since 1959. An acute shortage of potatoes in W.A. would have resulted, necessitating repurchase from the Eastern States. The increase in the wholesale price was designed to remove this pressure and had the desired effect.

WATER SUPPLIES: EXTENSIONS*Cost: Responsibility of Subdividers*

8. Mr. ELLIOTT asked the Minister for Water Supplies:

- (1) As a result of my letter of the 23rd June to him and my subsequent remarks in this House, concerning the proposal that subdividers be made responsible for costs involved in extending water supplies to all blocks of land in future major subdivisions, would he advise whether consideration has been given to this suggestion?
(2) If so, what was the result of this consideration?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) Consideration has been given to this matter. Cabinet has already approved the setting up of a committee, comprising representatives of the Metropolitan Water Supply, State Housing Commission, Treasury, and Town Planning Department, to inquire into and report on the advisability of subdividers being made responsible for costs of water reticulation in major land subdivisions.

HOUSING AT BUNBURY*Programme for Current Year*

9. Mr. WILLIAMS asked the Minister for Housing:

- (1) How many State Housing Commission units are to be built in Bunbury this financial year?
- (2) What number of each of the following are to be built and in what locality—
 - (a) two bedroom;
 - (b) three bedroom;
 - (c) pensioner cottage flats;
 - (d) duplex rental;
 - (e) single unit accommodation;
 - (f) any other?

Mr. O'NEIL replied:

- (1) Including carryover from 1964—1965 programme, 122 units of accommodation.
- (2) This housing will be constructed at East Carey Park and the new estate of Withers at South Bunbury.
The programme break-up is:—
 - (a) Two-bedrooms—nil.
 - (b) (i) Three bedrooms — 105 units.
(ii) Four bedrooms—3 units.
 - (c) Pensioner cottage flats — 6 units.
 - (d) Duplex rental flats—8 units.
 - (e) Single-unit accommodation—nil.
 - (f) (i) In accordance with the Laporte Agreement — 2 houses, each of three bedrooms.
(ii) For other Government agencies and departments — 5 houses.

I would point out that the houses in the last category—namely, seven—are not included in the total 122.

LESCHENAULT ESTUARY*Harbour Development*

10. Mr. WILLIAMS asked the Minister for Works:

- (1) Has there ever been a proposal for the development of a harbour in Leschenault Estuary?
- (2) If so, when was the proposal put forward and in what portion of the estuary?
- (3) Are there any future plans or proposals for any development of this kind within the estuary?

Mr. ROSS HUTCHINSON replied:

- (1) Quite a number of proposals for development of Bunbury Harbour in Leschenault Estuary have been

submitted over past years. (Authors include C. Y. O'Connor, Palmer, Leslie, Rolland, Bell, Thompson, Ramsbotham, Shields.)

- (2) The period over which these proposals extend is from 1896 (C. Y. O'Connor) to 1918 approximately. Generally the scope of proposed development in Lechenault Estuary was from Point McLeod (present road and railway estuary plug) to the mouth of the Preston River.
- (3) No.

11. *This question was postponed.*

NATIVE RESERVE AT GASCOYNE JUNCTION*New Site and Buildings*

12. Mr. NORTON asked the Minister for Native Welfare:

- (1) When will the native reserve at Gascoyne Junction be shifted to its new site?
- (2) What buildings, if any, is it intended to build on the new reserve?

Mr. LEWIS replied:

- (1) As soon as the new reserve is gazetted by the Lands Department. This is now in course.
- (2) Standard toilet and ablution facilities and two type III houses, provided funds are available.

DEPARTMENT OF AGRICULTURE EXPENDITURE*Commonwealth Grants Commission: Penalty*

13. Mr. I. W. MANNING asked the Premier:

- (1) Are there any items of expenditure of the Department of Agriculture which may be construed as having influenced the Grants Commission to impose a penalty on W.A.?
- (2) If so, what are these items and to what sum is the extent of the penalty?

Mr. BRAND replied:

- (1) No.
- (2) Answered by (1).

LEGISLATIVE ASSEMBLY DISTRICTS: VOTING*Duplication*

14. Mr. JAMIESON asked the Minister representing the Minister for Justice:

How many apparent duplications of voting took place in each Assembly electorate contest on the 20th February last?

Mr. COURT replied:

The numbers are as follows:—

Cases of apparent or *prima facie* duplications of voting reported by returning officers and investigated.

Assembly District	Total	On investigation proved not to be duplications	On investigation proved or not proved to be duplications
Balcatta	10	10	.....
Baywater	1	1	.....
Beeloo	5	5	.....
Belmont	18	18	.....
Canning	2	2	.....
Claremont	2	2	.....
Cottesloe	2	2	.....
East Melville	3	3	.....
Fremantle	7	6	1
Karrinyup	2	1	1
Maylands	25	24	1
Melville	7	7	.....
Mt. Hawthorn	12	11	1
Mt. Lawley	12	12	.....
Nedlands	4	4	.....
Perth	17	16	1
Subiaco	1	1	2
Swan	12	10	2
Victoria Park	<i>Nil</i>	.....	.....
Wembley	5	5	.....
Albany	10	10	.....
Bunbury	1	1	.....
Collie	6	6	.....
Dale	1	1	.....
Darling Range	4	4	.....
Geraldton	2	2	.....
Merredin-Yilgarn	4	4	.....
Moore	<i>Nil</i>	.....	.....
Murchison	1	1	.....
Murray	2	2	.....
Narrogin	2	2	.....
Northam	4	4	.....
Toodyay	2	2	.....
Vasse	1	1	.....
Warren	9	9	.....
Wellington	6	6	.....
Gascoyne	3	3	.....
Kimberley	1	1	.....
Pilbara	3	2	1

EGG PRICES

Fixation: Authority Responsible and Statutory Power

15. Mr. W. HEGNEY asked the Minister for Agriculture:

- (1) What authority fixes the retail prices of eggs in the metropolitan area?
- (2) What Statute empowers such authority to fix such prices?

Increase, and Previous and Present Price

- (3) What are the present retail prices in metropolitan area?
- (4) When was the last increase decided upon?
- (5) What were the prices before such increases were imposed?

Mr. LEWIS (for Mr. Nalder) replied:

- (1) The Western Australian Egg Marketing Board fixes the maximum retail price for eggs.
- (2) Marketing of Eggs Act, 1945-60.

- (3) First quality hen per dozen, 24 oz. 6s., 21 oz. 5s. 4d., 18 oz. 4s. 8d.
- (4) 2nd August, 1965.
- (5) 24 oz. 6s. 3d., 21 oz. 5s. 6d., 18 oz. 4s. 2d.

SOUTH BUNBURY HIGH SCHOOL

Design and Future Additions

16. Mr. WILLIAMS asked the Minister for Education:

- (1) Would he give details of the design of the South Bunbury High School and any additions which may be anticipated?

Intake and Opening

- (2) What is the anticipated number of 1st, 2nd, and 3rd year students when the school is opened and the maximum number of students when the school is fully developed?
- (3) When will the school be ready for occupation?

Sports Ground: Provision

- (4) Is it anticipated that a sports ground will be provided and at what stage of development will this take place?

Mr. LEWIS replied:

- (1) The school has been designed as a single storey structure with the access side of all major rooms grouped around a series of colon-naded malls which open onto two larger courts.

All of the major functions of the school have been included in separate wings.

Initially the school will comprise:—

- Administration;
- 4 class rooms;
- 1 library;
- 1 composite science laboratory;
- 1 temporary art room;
- 1 temporary music room;
- 1 general utility;
- 1 composite home science;
- 1 composite manual training canteen;
- change rooms and showers;
- toilets;
- sports ground facilities.

Additions will be built as required.

- (2) The school will be opened in February, 1966, with 1st and 2nd year students only. Total number—300 approximately. When the school has 1st, 2nd, and 3rd year students in 1967 the school population will be 450 approximately. The school has been planned for a total population of 1,000.
- (3) 6th February, 1966.
- (4) Yes, in the initial stage if possible.

COMMONWEALTH AID ROADS GRANTS

Merredin-Bodallin Road: Unspent Allocation

17. Mr. KELLY asked the Minister for Works:

- (1) What amount remains unspent of the 1965-66 roads grant covering the main road from the Merredin western boundary to Bodallin?

Merredin Area: Expenditure, and Elimination of Flooding

- (2) Of this amount, what finance has been set aside for the improvement of the flooded areas at Baandee, Hines Hill, Walgoolan and a point several miles west of Bodallin?
- (3) Will the anticipated allocation eliminate the likelihood of future flooding?
- (4) If no specific expenditure has been earmarked to cover areas mentioned in (2), what action does he propose in order to eliminate the financial loss to farmers, business owners, and general inconvenience and delay to many road users?

Mr. ROSS HUTCHINSON replied:

- (1) £75,000.
- (2) No funds have been provided for the sections mentioned. However, in the 1965-66 programme the Main Roads Department has provided funds for reconstruction of nearly two miles of the highway near Woolundra and the installation of additional culverts about four miles east of Merredin. This will alleviate flooding at these sections.
- (3) Answered by (2).
- (4) There are many sections of the State's main road system which are subject to flooding in periods of very unusual rains. It will be many years before funds can be made available to remedy them all. The problems of the Great Eastern Highway will require further investigation before a remedy can be programmed.

AIR TRANSPORT

Murchison and North-West: Inadequacy of Service, and Effect

18. Mr. BURT asked the Premier:

- (1) Is he aware of the difficulty in obtaining seats on aircraft by persons desirous of flying to towns in the Murchison and north-west?
- (2) Does he not consider that this is having a detrimental effect on commerce and tourism in the areas affected?

- (3) Can he advise whether the company which operates flight schedules to the aforementioned districts is taking steps to overcome this situation which is causing much inconvenience to would-be travellers?

Mr. BRAND replied:

- (1) Yes. There are some booking delays occasioned by the unpredictable condition of northern roads and particularly this week by the need to uplift 400 schoolchildren to various ports in the north. This is on top of heavy demands for seats as a result of the northern area developments.
- (2) No. Booking delays are of short duration.
- (3) In April, the number of flights to the north was increased by 30 per cent. A twice-weekly DC 4 freighter service is being introduced this week, which will release passenger capacity on regular scheduled flights.

An additional DC 3 was purchased recently and efforts are being made to secure another Friendship as soon as possible.

TRADE AGREEMENT WITH NEW ZEALAND

Effect on State

19. Mr. DAVIES asked the Premier:

Have any representations been made to the Commonwealth Government on the likely effect on this State of any trans-Tasman Free Trade Agreement currently being discussed in Canberra between representatives of the Commonwealth and New Zealand Governments?

Mr. BRAND replied:

Yes.

PUBLIC SERVICE

Ethics Code: Adoption

20. Mr. DAVIES asked the Premier:

- (1) Has the Government received the new draft code of ethics for Commonwealth and State Public Services prepared by the Council of the Australian Capital Territory group of the Royal Institute of Public Administration and reported to have been sent to Public Service Boards for comment and action?
- (2) If so—
 - (a) what action is proposed;
 - (b) will the Civil Service Association of W.A. be acquainted with the contents of any proposed code before adoption?

(c) will Parliament be acquainted with the contents before adoption?

Mr. BRAND replied:

- (1) No.
- (2) Answered by (1).

TRAFFIC ACCIDENTS Numbers in Australia

21. Mr. JAMIESON asked the Minister for Traffic:

What are respective figures of reported road accident occurrences in each of the Australian States, and Federal Territory, per 10,000 registered vehicles, in each of the last three years?

Mr. CRAIG replied:

Vehicle Casualty Accidents Reported. In Australian States and Federal Territories.

	Accidents Reported	Vehicles Registered	Accidents Reported per 10,000 Vehicles
1961-62—			
New South Wales	15,300	1,052,849	145.32
Victoria	11,030	854,365	136.23
Queensland	5,915	430,353	137.45
South Australia	6,184	325,400	190.04
Western Australia	3,571	232,435	153.63
Tasmania	872	100,064	87.14
A.C.T.	302	19,193	157.35
Northern Territory	N.A.	9,737	N.A.
Australian Total	43,783	3,024,396	144.77
1962-63—			
New South Wales	17,891	1,128,204	158.58
Victoria	12,330	905,515	136.17
Queensland	6,345	453,150	140.02
South Australia	6,343	338,085	187.61
Western Australia	3,926	253,425	154.92
Tasmania	919	105,073	87.46
A.C.T.	411	21,989	186.91
Northern Territory	187	10,671	175.24
Australian Total	48,352	3,216,112	150.34
1963-64—			
New South Wales	18,794	1,198,567	156.80
Victoria	13,067	962,560	135.75
Queensland	7,113	486,374	146.25
South Australia	6,284	355,939	176.55
Western Australia	4,096	270,122	151.64
Tasmania	1,118	111,623	100.16
A.C.T.	424	26,423	160.47
Northern Territory	217	12,341	175.84
Australian Total	51,113	3,423,949	149.20

- Note : (a) Vehicle registrations as at the 31st December.
 (b) Accidents reported in twelve months from the 1st July to the 30th June.
 (c) Casualty accidents only are recorded by Bureau of Census and Statistics on this basis.
 (d) Ratios calculated on figures provided by Bureau of Census and Statistics.

LOTTERIES CONTROL ACT

Conduct of a Lottery by a Club: Draw, and Payment of Prizes

22. Mr. TONKIN asked the Chief Secretary:

- (1) With regard to the lottery which has been the subject of questions in the Legislative Assembly on Tuesday, the 10th August, and Thursday, the 12th August, and

in connection with which he stated that all five prizes which were paid were actually drawn, is it not a fact that the holders of tickets A2541 and B2541 were refused payment of the second prize by the club and were paid only because the commission directed the club to pay?

- (2) Would the club have been in a position to refuse payment if the numbers had actually been drawn?
- (3) If three second prize winning numbers were actually drawn from the barrel, why were the numbers not advertised and why were they not shown in the return lodged with the commission by the club?
- (4) If three second prizes were actually drawn from the barrel, why were not three first prizes and three third prizes drawn also?
- (5) Is it so strange that there were no claimants for two first prizes and two third prizes, seeing that no winning numbers for those prizes were advertised?
- (6) When it became known to the commission that the winning numbers had not been advertised, why did the commission not insist that this be done?

Mr. CRAIG replied:

- (1) Yes.
- (2) No.
- (3) Only one second prize was drawn, consequently only one number was advertised and shown on the return.
- (4) Only one first, second, and third prize winning number was drawn.
- (5) No. Only one first, second, and third prize was drawn and advertised. On the commission's instructions, the other two first, second, and third prizes of the same numbers in the three series were to be paid if claimed.
- (6) The commission considered that its instruction to the association to honour its obligation to pay prizes to the holders of the tickets bearing the same numbers in the A. and B. series would be sufficient.

STANDARD GAUGE RAILWAY

Overways on Kalamunda and Welshpool Roads

23. Mr. DUNN asked the Minister for Railways:

Could he advise the latest position regarding the matter of "overways" for the standard gauge railway over the Kalamunda and Welshpool roads?

Mr. COURT replied:

Work is expected to commence in October, with a view to the over-bridges at Kalamunda and Welshpool roads being completed in time for the opening of the railway to normal traffic in November, 1966. The cost of the two overways is expected to be £126,000 of which the Commonwealth has—at this juncture—agreed to accept 5 per cent. as a charge against the project. We have not completed negotiations with the Commonwealth about its contribution.

MILK VENDORS' LICENSES*Number Held by Each Holder***24. Mr. FLETCHER asked the Minister for Agriculture:**

Relevant to my question 15 of the 10th instant, will he please make available to the House the number of milk vendor licenses held by each of the persons and/or business undertakings mentioned in his reply to my question?

Mr. LEWIS (for Mr. Nalder) replied:

Name.	Number of Districts.
Ayres, R. J. and A. R.	4
Batten, J. A. and A. E. E.	2
Black, L. M. and Y.	2
Boor, E. A. and K. M. A.	3
Buckenara, R. T. and J.	2
Charles, F. and L. C.	2
Claxon, F. C. and M. N.	4
Crawford, E. A.	2
Cunningham, V. T. and T. D.	2
T/as. Dench Bros.	4
Doney, G. R. and M. A.	2
Dorrington, J. A. and M.	2
Dunham, B. W. D. and L. H.	3
Eamus, K. B. and T. M. (Mrs.)	2
Edward, L. E. A.	2
Ensor, E. D. and V.	2
Franolich, S. and P.	2
Gilders, W. H. and R. M.	2
Glisenti, A.	3
Green, W. F. and C. K.	2
Groothuis, F. and E. C.	2
Harper, W. B.	3
Harris, W. C. and D. M.	2
Healy, M. J.	4
Healy, P. J.	4
Hendriks, W. M. H. and H. J. E.	2
Hofstee, K. and M.	2
Johnson, A.	2
Kerr, A. V. and B. E.	6
Kielmans Dairy Pty. Ltd.	5
Knight, A. and E.	4
Lewis, D. and R.	3
McGowan, R. J. and B. M.	2
McGuiness, R. G. and A. J.	3
McGilligan, N. J. and G. E.	4
Macomish, A. J.	2
Marchant, F. S. and P. M.	2

Name.**Number of Districts.**

March, L. M. and M. Y.	3
Moore, L. C. and P. I.	3
Morris, H. P. and M. G.	4
Nagtzaam, P. J. and M.	2
Newman, D. C.	2
Newton, T. A. R.	2
Noonan, D. C. and J. E. R.	2
O'Callaghan, E. P.	3
Oud, H. A. and J. F.	2
Oud, A. and L. C. P.	4
Peters Ice Cream (W.A.) Limited T/as. "City Milk Supply"	9
Petricevich, M. F.	3
Petricevich, S. M. (Mrs.)	2
Poyser, L. H.	4
Quinn, C. P. and E.	3
Rinaldi, D. M. and L. J.	2
R. H. Lewis, Trustee for R. M. Lewis, T/a. "Roberts Dairy"	2
Rodway, C. L. and M. C.	2
Rodgers, J. F.	2
Roepen, M. A.	2
Russon, P. and M. E.	5
Scott, P. and L. E.	4
Sherwood, H. R.	2
Skrlec, B. and S.	2
Stokes, T. M. O.	5
Summerton, E. J.	3
"Southern River Milk Supply" (R. M. and U. T. Winter and G. E. and J. E. Davey)	2
Taylor and Hart	3
Treasure, C. C. and D. J.	2
Van der Stroom, T. and J.	3
Van Dongen, K. H. Jnr.	2
Van Mil, M. M. and H. M.	2
Verheggen, J. T. H. and A. M. C.	3
Vinciguerra, R. and P.	2
Weir, D. A. and L. J.	4
Westdorp, P. G. and D. E.	2
Wild, L. M.	4
Brownes Dairy Pty. Ltd.	10
Sunny West Milk	20
Masters Dairy Limited	12
Total	251

25. This question was postponed.**WORKERS' COMPENSATION***Pneumoconiosis Claims***26. Mr. MOIR asked the Minister for Labour:**

- (1) What number of claimants for workers' compensation payment for disablement due to the disease of pneumoconiosis have been examined by the Medical Board provided for under the amendment of the Workers' Compensation Act, which came into operation on the 14th December, 1964?

- (2) How many of these claimants were assessed as having some degree of disability due to this cause?
- (3) What is the number of the claimants so examined that the State Insurance Office has agreed to accept as a liability under the amended provision which came into operation on the 14th December, 1964?
- (4) How many of these claimants who were assessed by the board as having a degree of disablement were refused compensation under the amended provisions of the Act?

Mr. O'NEIL replied:

- (1) 164.
- (2) 136.
- (3) 108.
- (4) 28. Particulars of this number are given hereunder:—

15 claims were from claimants already in receipt of weekly payments but who, on examination, were found not to have progressed in disablement.

6 claimants have had only minimal employment as "workers" as defined in the Workers' Compensation Act and the disease is not considered as due to the nature of that employment.

2 claimants whose employment in the mining industry terminated before the coming into operation of the Workers' Compensation Act 1912-1924.

1 claimant who died from other causes before a payment could be made.

1 claimant examined at the request of a solicitor and reported as having a degree of disablement by industrial disease but who had received maximum compensation in a lump sum prior to the coming into operation of the Workers' Compensation Act Amendment Act, 1948.

1 claimant whose last employment in the mining industry was outside the State of Western Australia.

1 claimant whose last employment in the mining industry was with an employer who had not insured with S.G.I.O.

1 claimant whose last employment in the mining industry was in breach of the employers' policy conditions and the Mines Regulation Act.

1 claimant who is considered to be totally incapacitated due to other causes and whose industrial disease was not incapacitating at the time of ceasing his employment and receiving an invalid pension. This claim will be reviewed by S.G.I.O.

—
28

LOTTERIES CONTROL ACT

Conduct of a Lottery by a Club: Draw and Payment of Prizes

27. Mr. CRAIG (Minister for Police): With your permission, Mr. Speaker, I would like to refer to a question asked by the Deputy Leader of the Opposition last Thursday whether I had misinterpreted a question of his on the notice paper that day; and to his statement that if I had not done so I had misled the House. The question referred to was part (3) of question 2 which read—

Were all five prizes which were paid actually drawn?

I interpreted this question as asking whether all butts of tickets sold were in the draw, to which the answer was given in the affirmative, which is correct.

However, on re-study, it appears that the question implies whether the butts of the five prizes paid were actually drawn. The answer to this interpretation would be "No."

On the other hand, however, because the association was instructed to increase its prize list and pay prize money also on the other tickets having the same number but of a different series, it could be construed that the five prizes paid were drawn.

STATE HOUSING COMMISSION OFFICE BLOCK AT BUNBURY

New Building: Calling of Tenders

28. Mr. O'NEIL (Minister for Labour): In replying to question 9 on Tuesday, the 10th August, I advised the member for Bunbury

that tenders were to be called for the erection of new offices for the State Housing Commission on the 14th August, 1965. Because of proposals by the local authority to widen Spencer Street, which proposals had not been taken into account by the commission in siting the proposed building, I now desire to advise that a minor modification of plans will result in the calling of tenders being put back. It is now anticipated that tenders will be called on the 4th September, 1965.

DESALINATION OF WATER: USE OF ATOMIC PLANT

Information and Investigations

29. Mr. ROSS HUTCHINSON (Minister for Works): I seek your approval, Mr. Speaker, to answer part of a question asked by the member for Kalgoorlie of the Minister for Industrial Development on Thursday of last week. The question dealt with the United Kingdom nuclear desalination plant. The Minister stated that he would confer with me regarding the relationship of the Public Works Department in this matter. The Minister and I have discussed this matter, and I give the following answer:—

The Public Works Department is quite well informed on desalination matters and it is also represented on the advisory panel on desalination to the Australian Water Resources Council. It should be of interest to the honourable member to know that the Director of Engineering will be leaving for the United Kingdom next week and will take the opportunity of investigating the report, which emanated in London, and was published in the *Kalgoorlie Miner*.

ADDRESS-IN-REPLY: SEVENTH DAY

Motion

Debate resumed, from the 12th August, on the following motion by Mr. Rush-ton:—

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

MR. I. W. MANNING (Wellington) [4.55 p.m.]: I desire to make a few brief comments while this debate is in progress. First of all I would like to congratulate you, Mr. Speaker, on your reappointment to the high office which you occupy in this Assembly. I believe, with other members, that the most able manner in which you have carried out the duties of this office in the past has accounted for your re-election.

I would also like to congratulate the Government on its return to office. I think it is because of the confidence of the people of Western Australia that this Government has been returned with an increased majority. It is a reward for the hard work and enthusiasm shown by the Ministers of the Government in fulfilling the duties they have to undertake. I would also like to congratulate the two members who were appointed as new Ministers. I should say, the three members who were appointed as new Ministers two in addition to the existing 10 Ministers. I feel certain that the new Ministers selected will also carry out their duties in an able manner.

There are one or two particular subjects I want to touch on and the first is the Karnet Rehabilitation Centre. The Rotary Club of Harvey, of which I am a member, has paid several visits to Karnet and taken part in social occasions held at that establishment. On one of those occasions, I accompanied other members of the Harvey Rotary Club. Part of the evening was spent playing various games—team games—and part of the evening was spent conducting a forum, in which I participated.

The forum was a particularly interesting one because it revealed the thinking of the prisoners on a number of matters. One of the points stressed by those people was their desire to occupy their time in a more useful manner. While we know there is a certain amount of work being done by the prisoners, such as cutting wood for various charitable organisations and the like, the prisoners expressed the desire that their time be more usefully employed; and if it was possible that there might be a financial reward, the money should go towards assisting to keep the families of the prisoners.

Mr. Fletcher: Can't they grow vegetables?

Mr. I. W. MANNING: I think they do quite a few things.

Mr. Ross Hutchinson: They do more than just cut wood.

Mr. I. W. MANNING: I used cutting wood as an illustration of some of the things. However, the discussion did stress the point that they might be more usefully employed in the manufacture of small articles. It has been suggested to me that they might produce a new type

of number plate for motorcars. Anyway, I am passing on to this House some of the points those people made while they had an opportunity of expressing their opinions. I think there might be some logic in what they said. Those prisoners suggested that if any money was to be made by their efforts then perhaps the State could use that money towards the upkeep of their families while they were away.

Mr. Ross Hutchinson: Any money earned would have to go to general revenue.

Mr. I. W. MANNING: Perhaps I could pursue that a little further by saying that even if the money went to general revenue those people would feel that they were making some contribution towards the upkeep of their families.

Another point which I think deserves some consideration is the fact that they were most concerned about their acceptance in the workaday world after they had been rehabilitated. While we know that the welfare workers in the Chief Secretary's Department do a great deal of work, and considerable emphasis is being placed on the rehabilitation of people from these institutions, those concerned are worried about what the future holds for them. They take the view, and I agree with it, that they have done something wrong but have paid their penalty, and they desire once again to be accepted in the community. I believe that if employers were made aware of the offences that these people had committed, and the punishment they had undergone, they would be prepared to accept them as employees. It would call for a great deal of frankness on the part of all the parties concerned.

Their having an opportunity to express a few views and opinions on their problems enables us to give some thought to their rehabilitation. I think they should be given more congenial and useful work to do and in that way we would be able to press on with the task of rehabilitating them. A great deal of work is being done in this direction at present and in my view the welfare workers who are associated with it are to be commended for what they are doing.

Turning now to another subject, I was interested in the answers the Premier gave to a question asked this evening on the price of potatoes, and I wish to take this opportunity of commending the administration of the Potato Marketing Board for its realistic approach in dealing with a situation which arose in May of this year when the general potato crop in this State was being dug and the Eastern States price for potatoes was at a very high figure—approximately £100 a ton. A similar situation arose in the 1956-57 season, and there was a great deal of unhappiness in the potato-growing industry at that time because of the attitude of

the board in refusing to increase the price of potatoes to consumers in Western Australia, and a desire on the part of the board to prevent the shipping of potatoes from Western Australia to the Eastern States.

This year the board acted fairly promptly and, as the Premier indicated, increased the price from £40 to £55 a ton to wholesalers. The growers, of course, are subject to various payments—a first, second, and perhaps a third payment—from the pool. However, the increase of £15 a ton to the wholesaler was an indication that the grower would receive that increase, and perhaps a little more if the money received from the potatoes sold in the Eastern States by the board came back into the pool. The return could quite easily have been increased and the grower could possibly get more than the £15 extra.

As you well know, Mr. Speaker, the public of Western Australia have been well looked after in regard to the price of potatoes. At different times consumers in the Eastern States have been faced with the position of paying very high prices for potatoes; and comparing consumers in this State with their counterparts in the Eastern States, there is no doubt that the consumers here have had a very good spin and have been well protected by the Potato Marketing Board. Even this year, however, there were several defections from the marketing system. I think those growers prejudged the board, and some who dug early promptly shipped their potatoes to the Eastern States in the hope of catching the high prices offering there. They anticipated the board would do what it did previously—refuse to increase the price.

However, on this occasion, that was not the action the board took and I want to commend it for acting as promptly as it did and lifting the price to wholesalers in Western Australia. That has done a tremendous amount of good and has improved considerably the relationship between the board and the growers in this State. I believe the potato-growing industry in Western Australia is in a much happier position today than it was 12 months ago.

Mr. Kelly: What about the consumers? How did they get on?

Mr. I. W. MANNING: I have been endeavouring to point out, for the benefit of members, that the producers in Western Australia have fared well.

Mr. Kelly: I said "the consumers."

Mr. I. W. MANNING: The consumers have fared well compared with the consumers of potatoes in other parts of Australia. The consumers in this State are not subjected to price fluctuations as are the consumers in the Eastern States, mainly because of the control that the Potato Marketing Board exercises here. It

would be very unrealistic if the board did not increase the price of potatoes to consumers in Western Australia to a figure of at least £55 a ton if the price offering in the Eastern States is £100 a ton. That, surely, is clear-cut and, from past experience, the consumers in Western Australia have been well treated by the board.

Mr. Kelly: It is not very convincing for housewives.

Mr. I. W. MANNING: I can only say that the housewives, or those to whom the member for Merredin-Yilgarn refers, cannot be aware of the situation, otherwise they would appreciate the fact that they have been getting reasonably cheap potatoes.

Another subject I want to discuss concerns land valuations. This is a very lively topic throughout my electorate, particularly in the irrigation areas, and there is some confusion in the minds of most landholders as to how the Taxation Department arrives at its valuations. If one asks the Taxation Department on what it bases its valuations one is told that it is on recent sales in the area. Of course, the sales of land can be quite misleading if one is trying to determine what is the economic earning capacity of land which, of course, is the only true means of valuation.

I recently saw what I believe was a glaring example in this regard. A grazier or beef producer in the irrigation district died and his estate was assessed for probate at what I thought was a very high figure indeed. I asked the Taxation Department officers how they had arrived at their valuation and they said, "This property is in the whole-milk area." I do not see why, because a farmer is running beef cattle in the whole-milk district, the value of this land should be affected by the price of whole milk, and I told the Taxation Department officers what I thought about it. They said, "If he is not milking cows, then he should be."

It is all very well for those officers to talk like that, but the solution is not as easy as one would think from their reply, as I am sure most members here would realise; certainly those people who are milking cows would realise it. It is difficult to obtain a license from the Milk Board to produce whole milk; and before a farmer applies for a license, and certainly before one is granted, many requirements have to be met. I know of a case where a 200-acre property was sold to the adjoining owner who already had 1,000 acres. The 200-acre property carried a milk quota of about 80 gallons a day, whereas the 1,000-acre property carried a quota of 50 gallons a day. The owner of the larger property bought out the smaller one for no reason other than to get the milk quota; and, of course, in that situation the larger farmer would outbid any other prospective buyer because he would be able to attach the smaller property to his larger holding;

whereas other prospective buyers would have to take into consideration the true economic earning capacity of the land.

The price of milk has a very marked effect upon land values in the whole-milk district. That is understandable when it is realised that a man who has a milk producer's license gets 4s. 2d. a gallon for his milk at the present time. Yet his neighbour, who may not have a whole-milk license, but is selling manufacturing milk, is selling his milk at 3s. 10d. a pound butterfat and he gets 6d. a gallon as a skim-milk allowance, which would work out at approximately half the price paid for whole milk. A farmer would be producing good milk if he obtained 1s. 11d. a gallon for it under those circumstances.

If the whole-milk producer is able to pay £150 to £200 an acre for land, a man producing butterfat is able to pay less than half that figure to make his property an economic proposition; but in the eyes of the Taxation Department land values in these areas are influenced by recent sales. Therefore we have the fantastic situation of an extremely inflated unimproved capital value being placed on the land based on the fact that the properties changing hands are those carrying whole-milk licenses. Some people have suggested that the carrying of a whole-milk license could make a difference of £80 an acre, but certainly the figure would be about £50 an acre or more.

Naturally when one realises this fact one can appreciate what a difference it would make to a property of 1,000 acres which does not hold a whole-milk license, when the next-door property of, say, 200 acres, has a whole-milk license. A difference of £50 an acre in that case would be tremendous. In my view a milk license should be regarded as an improvement and there should be no relationship between that and the unimproved capital value of a property; because once the fact that a property holds a whole-milk license is taken into consideration in assessing the unimproved capital value of the land it creates extreme difficulties for a person who is farming land for purposes other than producing whole milk.

As whole milk is generally recognised as the most lucrative form of farming in the irrigation districts, and as the number of whole-milk licenses is limited, surely it is most unfair to arrive at the unimproved capital value of land by adding the value of the milk license to the value of the land itself.

Then there is the gallonage or quota itself. Some properties carry a quota of 50 gallons and some carry a quota of 150 gallons. This creates further anomalies if the whole-milk license is used as a basis, or is used for assessing the unimproved capital value of land. I think the matter needs close scrutiny because the position is bad even now. If a farmer wishes to cease production of whole milk he must forfeit his

milk license and immediately the value of his property is halved, because his next best line of income would be the manufacturing of milk, the returns from which are half those obtained from the production of whole milk.

Therefore a dairy farmer cannot afford to forfeit his milk license, because if he does so he must sell out. It would be a very difficult decision for anyone to make; that is, to sell one's property on a walk-in-walk-out basis on a value assessed according to the rates that have been paid over a number of years.

I therefore think that land values and the factors which are considered when arriving at the unimproved capital value of land could stand closer investigation, because it appears to me that there are many anomalies. I cannot offer any suggestions for a solution at the moment other than to say that we might grasp every opportunity to have further inquiries made. My belief is that in arriving at the unimproved value of land greater consideration should be given to the soil classification to which up till now very little attention has been paid. The whole consideration seems to be centred on the sales of land in the particular area that is being assessed. I do not wish to pursue my speech on the Address-in-Reply any further. Comment on other matters which I have in mind I will save until a later stage of the session.

MR. BICKERTON (Pilbara) [5.19 p.m.] : I wish to say a few words on the Address-in-Reply before it concludes. Firstly, I congratulate you, Mr. Speaker, on your re-election to the office you occupy. I realise that in your position you cannot please everyone. When you make a decision someone is going to agree with it; and conversely, of course, there will be someone who will not agree with it. However, I feel sure you will carry out your duties—as you have done in the past—in a manner which you consider fair as far as the procedure of this House is concerned.

Personally, I consider you are worth more money. I do not say that facetiously. Perhaps I am not referring so much to the member for Blackwood, as to the position of Speaker in the Legislative Assembly of Western Australia. I think the Speaker is entitled to a remuneration similar to that of a Minister. In addition, I believe he should be supplied with one of those black motorcars to which the member for Avon referred the other evening.

I think the office of Speaker is very important. It is noticed that Speakers in other States of the Commonwealth fare much better than our own, regardless of whether you or someone else is holding the office. It is therefore my firm contention that the Speaker should receive a salary equivalent to a ministerial salary. I have read that such is the case in New South

Wales provided the Speaker is doing his job. I also noted that the Speaker in that State takes upon himself the role of entertaining representatives of overseas organisations. I can recall being present at a couple of such functions: one to an overseas football team and one to the members of an overseas ballet company.

I have always thought that this line of duty on the part of the Speaker tends to take the flavour of party politics out of the office to a great extent. The fact that the Speaker did the entertaining lent at least a non-party flavour to the function and no doubt relieved Ministers of a great deal of the entertaining duties they had to do.

I also congratulate the newly-elected Ministers. I am certain they have a big task ahead of them and I sincerely hope they can do it. I do not think it is a job to be envied. If a Minister is carrying out his duties efficiently I think his time will be well occupied. As to the selection of a new Minister I cannot exactly agree with the leader of my party that the Premier would have any difficulty. A great deal would depend upon the way he went about the task. If he were selecting the two Ministers from the point of view of which were the best the decision might be difficult; but perhaps he went about it by making a list of all those who supported him and then posing the question to himself: "Is this man ministerial material?" He would then run his eye down the list and probably cross out all those he did not consider suitable.

I remember being a judge at a crazy hat show many years ago in a country town. I had great difficulty in choosing the winner so I finally selected the one who had the best legs. I am not suggesting that the Premier would follow a similar roundabout way when selecting a Minister, but I think he made the problem very easy, unless he reached the stage when he threw up his hands and said, "Oh for a Minister!" and some enthusiastic secretary came in and said, "O'Neil and O'Connor are the Ministers."

Whilst on the subject of the newly-elected Ministers, the other evening the Premier, when introducing a Bill, made mention of how the duties of Ministers had increased—particularly their outside duties. In effect, I think he said he was not a believer in a Minister spending all his time in an office; that his job was to get out and have a look at things. I am not exactly against that line of thinking, but it could be taken to the extreme.

I realise that politics and politicians themselves have changed considerably from what they used to be. When I say that the politician himself has changed I would point out that when one goes back to thinking of what happened many years ago, one realises that the fellow who could put up a good show on the

Esplanade with the aid of a soap box was quite capable as a politician provided he was gifted with brilliant oratory and able to capture the vote of the elector.

Then followed the era of radio when a silvery-voiced orator did not have to worry about his appearance because he was not seen when making a speech over the air and, of course, he made a good effect. We are now living in the television era. I am very fortunate that television, to date, has not affected my electorate and I therefore hope to remain in my seat a little longer. It is a fact, however, that many people are swayed in their choice of a candidate by his appearance on the television screen. I do not say that this is bad or good: I am merely instancing the change that has taken place and make allowance for the fact that the duties of Ministers have changed.

It does seem now that the order of the day for Ministers is the opening of new buildings and attending functions. There are very few buildings these days of any importance that are not opened by some Minister or other, or else the duty is performed by the Premier. So I think there is more time being spent by Ministers on social duties, which must throw a greater responsibility on to the Public Service, because someone has to perform the administrative work; and I take it that when the Minister has to spend so much time out of his office someone in the office must be making the decisions.

So we can say that we have progressed from the days when a Minister's work consisted of 80 per cent. administration and 20 per cent. social, to the present day when the position is almost reversed. As I have said, I realise that we are subject to change; and whether this has anything to do with the number of Ministers being increased, or whether it is expected there will be more buildings to be opened and more functions to attend, or whether it is the added population that has caused this set of circumstances, I do not know. I do notice that the plaques are getting bigger and bigger. There is going to be a problem in this regard when there is a shortage. So either the Ministers are working twice or three times as hard as they used to, or somebody else is doing the job a Minister normally does.

Mr. Lewis: I think your first guess is correct.

Mr. BICKERTON: I am not going to argue with the Minister. I have noticed more wrinkles on his brow, and I assume that the strain of office is telling on him. I have also noticed that the Minister for Lands has aged considerably over the past two or three years, and whether this is due to his ministerial duties, I do not know.

Mr. Bovell: Years go by, you know.

Mr. BICKERTON: The trend is that practically every day we read in the Press that one Minister has opened a new building, or the Minister for Fisheries has opened a new oyster, or something of that nature.

Another popular trend is the taking over of various things. On this subject I wish to have something to say a little later. At this stage, suffice to say that politics seem to have changed from the stage, years ago, when members of Parliament fought to retain what we had in the State, to the present stage when it seems that a battle is being waged between the States and the Commonwealth to see who can give the most away.

I am not critical of foreign industry or capital when it is the means of establishing something in the State. In many instances it is necessary to have foreign capital introduced to open up areas with potential and when there is a desire that they should become productive. But when established industries are taken over by foreign industry or foreign investors it is a different matter altogether, and I think we may soon reach the stage when we will regret many of the decisions that are now being made.

Even the Deputy Prime Minister, Mr. McEwen, had something to say on this matter. I shall deal with his statements later on. Personally I thought it was rather strange when I read the remarks which he made at the annual conference of the Country Party of Western Australia. I thought his remarks were strange, because he is a person who occupies a position in which he can do something about the matter, for he is partly responsible for keeping the Commonwealth Government in power, and for putting into operation this procedure to prevent takeovers. I have no doubt that Mr. McEwen does not agree with foreign interests taking over our industries. He could have done something about it.

The political scene has changed very much, both as regards members of Parliament and their methods of operation. One wonders whether some of our elder statesmen of the past would be successful in retaining office if they were alive at the present time. How far this problem has to go before it reaches a serious state, I cannot say, but I feel quite strongly on this point.

Possibly the best method of impressing this problem on anyone whom one wishes to impress is to exaggerate it to the extent where it becomes ridiculous. So that I do not offend anyone in giving an illustration I shall choose a mythical State of the Commonwealth. That would prevent the feelings of anyone from being hurt. To give some idea of the problem I shall read the script of a very popular show in that particular State. The original

name of the show was "Coalition", but I have rechristened it "The David Brandson Show."

It starts off with the somewhat familiar words, "Togetherness, togetherness, we are all for togetherness. Coalition with inhibition means togetherness. Political news items: The Premier today opened a new building. It was the 250,000,000th building he has opened since he became Premier a few years ago. The name of the building was 'Boys.' It was situated at the rear of a small country school. A feature of the opening was that a 25-ton crane was needed to lift the plaque into position. The building collapsed. All precautions were taken to ensure that the plaque remained standing. Togetherness, togetherness, we are all for togetherness. Coalition on any conditions means togetherness."

The Minister for Industrial Development speaking at a luncheon given in his honour by the Chamber of Commerce, said, 'I am happy to announce that finally I have interested a large overseas company in taking over the entire South-West Land Division. This will ease the burden on the taxpayer. It is hoped to interest this company in taking over the rest of the State as it starts to pay.' Later, in reply to a query raised by Dr. Preventus of the University, the Minister said he felt fairly confident that the company would condescend to set aside a quarter-acre block in a suitable locality as a sanctuary for the noisy scrub bird. The Leader of the Country Party and Deputy Premier had this to say concerning the land deal, 'The first I heard about it was at the luncheon. I have consulted my Federal Leader, Mr. Mac, and we have decided—in fact, the plums of office have decided this—that things have nearly gone too far. Had the Minister concerned given another acre more we would cease to coalesce with the Liberal Party.' Togetherness, togetherness, we are all for togetherness. Co-operation before annihilation means togetherness."

To continue with the news items, "Finally the Cabinet said to the Assistant Director of the Employers Federation, as the latter left for Britain to recruit more dissatisfied tradesmen, 'Good Luck, Darlings.'"

Proposals for takeovers should be given the greatest of consideration by the Government before it allows the national heritage to be taken away. Here I refer to the remarks of the Deputy Prime Minister, Mr. McEwen, which rather surprised me. This gentleman, who as the Leader of the Country Party is, I take it, in some way responsible for the policy of the present Government in office at Canberra, has expressed concern over these takeovers—he referred to the selling of our national heritage—but has taken no effective action to prevent them.

Mr. Hall: He is talking about closing the stable door after the horse has bolted.

Mr. BICKERTON: I have no doubt about that, but there are still many horses left in the stable. If he were to do something to close the stable door he might prevent the problem from being accentuated any further. To criticise something, when the remedy is in one's own hands is, in my opinion, superlative hypocrisy. That is the only way to describe it. I could understand the position if Mr. McEwen were a member of the Opposition, criticising takeovers by foreign capital, but when he is in a position to do something about the matter and does not, then I can only come to the conclusion that what he said was purely lip service paid to some organisation. Such a course of action, I think, is not very commendable.

Turning to another matter, I would like to congratulate the new Chairman of Committees. He happens to be on a committee of which I am the chairman, so we have the opportunity to come to some arrangement to enable us to work along smoothly. I would also like to congratulate the party Whips, and the newly elected members of Parliament. Whether they will feel in a few years' time it was a happy moment when they entered Parliament, I do not know; it remains for everyone to work out his own opinion.

I offer my condolences to those members of Parliament who lost their seats at the last elections. In this game of politics all of us fight to unseat the member of another political party during elections; but nevertheless it must be hard on those who are defeated, particularly those whose occupations have been upset by their election to Parliament. It must be very hard for them to resettle themselves in suitable occupations. I think the biggest blow on them would be the feeling that they have let their parties down, but I know that is not the case. The feeling that they were unable to win on behalf of their parties must be somewhat of a disappointment to them. So they certainly have my condolence.

There are several other matters I would like to deal with. One, in particular, is the labour problem in the north-west. As we know, there is quite a large amount of development of iron ore deposits going on in that area, and that development calls for a large labour force. If labour is to become available in the north-west then it must be taken from some other parts of the State, and a shortage will be created in those other regions. It will not be very long before labourers will become as scarce as tradesmen in the north-west, and the shortage of tradesmen will not be the only labour problem.

It is not an easy country in which to settle people for long periods. In my view a bigger problem will arise when the production stage of iron ore development is

reached. It seems to be the general view that the biggest problem will arise during the construction stage of the project, but I disagree, because a large number of people living in the southern areas will go up north for a limited period of time, and in many cases they would go there to make extra money to pay for their houses, refrigerators, and other things. After they have done that they would return to the southern areas where the climate and living conditions are much more pleasant. After the initial novelty wears off and large numbers of workers leave the north-west, the necessity to maintain a large work force to man the iron ore mines will arise; and this, I consider, will be a very difficult problem to solve.

It would appear that the companies intend to overcome the problem as much as possible by improving the living conditions. Not only will they do this, but they will have to do this, if they are to maintain an adequate labour force. If the work force consisted of single men, seeking employment in the north-west for a period of time, and if they were able to return south for a time after six months of service it might work out; but the single person is not the answer to the labour problem there. The worker must be married, and married people must be provided with better conditions, larger accommodation, educational facilities, and the other requirements, which are not required to be provided in the case of a labour force consisting of single men. Even with the provision of air-conditioned homes the labour problem is still a difficult one.

A certain amount of native labour is available. Firstly, there is what I call the white native labour—the people who were born in the area, who have made it their home, and who prefer to remain there. Without a doubt this is the best type to be engaged in the work force. These people know the area and do not mind the conditions. Next, there is the native or coloured labour. At one time this labour would have been an advantage, but at present native labour is very restricted in its application, in that natives living on reserves cannot fill many of the positions on a mine. The younger ones, who are now receiving an education, may, in effect, be the answer to the labour problem in later years.

The Native Welfare Department could assist greatly by turning out the native children from the schools equipped to meet the needs of labour in that area; that is, after the natives have been given the period of so-called education. What is now being turned out is, more or less, a scholar of sorts. That is all the native child is; he is not able to do very much more than read and write. I do not know it is of very great importance to these children to know that London is situated on the banks of the River Thames.

I am inclined to think the answer is to turn these children out of the schools with some sort of trade. I do not mean to turn them out as fully-skilled tradesmen, because that standard might be beyond some of them. The need would be met by turning out truck drivers, vehicle maintenance men, electric or oxy welders, nursing aides, domestics, medical orderlies, and similar vocations. Whether or not they chose to follow the particular occupation which they had been taught, would be up to them. At least they would be useful people at the time they finished their education. As it is now, as I said previously, they can read and write, possibly, and then we must face the problem of how we are going to employ them. I have seen lots of these younger people around juke-boxes and things, which I do not think is good, particularly at this stage of their lives. They would be much better in some worth-while occupation.

I also think that sooner or later we will come up against the problem of outside non-white labour in some of these areas as they progress if it is not possible to obtain white labour. If our own people say, "No, I am not going to the north-west," then I think it will be necessary at some stage or another—and it will have to be strictly controlled—to admit a limited number of non-white labourers from other countries.

It is a problem not one of us wishes to face, I know. This mixing of races does not appeal to anyone. I do not think it appeals to these people themselves in many instances. But I do think it is something we cannot run away from, and perhaps in the next 20 years some decision will have to be made on this. There will have to be an adjustment of Government policy or otherwise on the importation of non-white labour.

There are countries, of course, from which there is a certain amount of coloured labour available and those people have never known anything other than British rule, and to my way of thinking they would not be the type who would ever cause any trouble so far as living in a democracy is concerned, because it is all they have ever known.

There are other countries from which we could bring labour, but this could prove rather explosive and very difficult.

Mr. Fletcher: They would have to be paid the award rates.

Mr. BICKERTON: Yes. I said earlier that any labour we would naturally assume to be governed by award rates and proper living conditions.

Mr. Grayden: Are you talking of a limited period—just to work in the mines and then go back?

Mr. BICKERTON: I am not saying anything definite. If I had to, I would say the time will come when we will have to accept certain quotas of non-white labourers from other countries as permanent residents.

Mr. Grayden: Then you will finish up with a situation such as is being experienced in Los Angeles now.

Mr. BICKERTON: I do not know. I think we could finish up in that position just as easily by taking the other course of not accepting any non-white persons. Britain has said that she does not mind technical people such as doctors, dentists, and the like. She will accept a small limited quota, but I submit that these technical people are needed in their own countries. They are very short of all these technical people and they would be the last they would want to see leave.

I think many of our fears may be brought about by—let us face it—a colour bar that has always existed between a white person—we should not be ashamed of the fact—and a person of colour. It has been that way for so many years. We have been taught those things from childhood and they automatically grow on us.

I recall the words of a song from "South Pacific". I do not want members to get excited, because I have no intention of bursting into melody. It was called "You Have to be Carefully Taught". I do not know whether it was in the earlier version but it was certainly in the later score. It was built around the American lad who had fallen in love with one of the native lasses on this island—and the way they looked, in "South Pacific" anyway, that would not be hard. He realised the problem, the same as many in the Japanese Occupation Forces did, of how this girl could fit into his normal family life if he were to take her back to America. He realised the impossibility of it because of that fear and, more or less, bar that has always existed between coloured and non-coloured. The words of this song, which I thought were very appropriate are—

You have to be taught to hate and fear,
You have to be taught from year to year,
And it has to be drummed into your dear little ear,
You have to be carefully taught.

You have to be taught to be afraid
Of people whose eyes are oddly made,
And of people whose skin is a different shade,

You have to be carefully taught.

You have to be taught before it's too late,
Before you are six, or seven, or eight,
To hate all the people your relatives hate,
You have to be carefully taught.

I think most of us have been carefully taught, because these fears exist in our minds long before we ever experience them.

I am not suggesting for one minute—I can see the member for South Perth is getting excited and he thinks I am going to move in a few thousand in those blocks of flats over there at South Perth. I am not even contemplating it. I am merely suggesting that the time must come throughout the world when, if labour is necessary in countries where a big labour force does not exist, and if it is impossible to get white immigrants, then we will have to face up to the fact that some of them will have to be coloured.

Some of these people who have supported the British Empire for as long as they can remember get a little peeved about the fact that those who have fought us over two or three wars have no trouble migrating to this country, but if they have supported the British Empire and happen to be the wrong colour, they cannot get in.

I am not disagreeing with our immigration policy; everyone has one. No-one here can move into India if he wishes. He cannot get into Malaya and settle there. They all have immigration policies.

Mr. Grayden: We have not a colour bar.

Mr. BICKERTON: I think the member for South Perth is deluding himself. I think we have read enough even concerning our own natives. I do not want to get on to this issue because I do not think it should be thrown around carelessly; but we do know that the Minister for Native Welfare has struck his problems when trying to settle natives in certain areas. I will admit that that is not a colour bar very often. It is a hygiene bar; but nevertheless there is that little bit of difficulty which we do not always experience when we try to settle white people.

Mr. Grayden: Why invite trouble between nations when—

Mr. BICKERTON: I am not inviting trouble. The member for South Perth will have us declaring war on the Zulus in a minute. I am not inviting trouble—not even from the member for South Perth. That is how conciliatory I am. I am suggesting that the problem should be given a little thought in the next 20 years because I can see it being one we will have to face rather than kid ourselves.

The American problem of the negro is one that surely could have been avoided. I will admit it could have been avoided by never taking them there—although, could it? They may have, had they never gone there, decided to cause trouble in other directions because they were not allowed to go there.

However, we must bear in mind that they have a colour problem. I do not think we could blame them for it. I do

not remember reading any story of their having swum over there. They were taken over as slaves and they served a purpose at the time; and then the situation got completely out of hand no doubt. America has had plenty of time to overcome this problem and she is a democratic country. I have no doubt she will overcome it. We must bear in mind that this same situation could be in existence in other countries and we would not hear about it. The newspapers, of course, play a big role in this. I have no doubt the matter is very serious. But surely a country like America, if she considers she can rectify all the problems of a lot of other countries, should not have any trouble fixing up her own.

Mr. Graham: Making a mess in both departments!

Mr. BICKERTON: There are a number of matters I will let go until the individual Estimates because they are more rightly dealt with then; but whilst on this matter I would like to say a few words on north-west roads which in my opinion at present are just about as bad as, if not worse than, they have been for many years. Various reasons account for this.

I appreciate that additional money is being spent on these roads; but they are, as I said before, still worse. They are the worst they have been in many instances since the days when they were just tracks; so the money being spent is either not being spent wisely or it is not enough—one of the two—because the entire transport system has come to a halt during the winter period—although winter is not normally the wet period—in many areas of the north-west in the last three or four years.

Mr. O'Neil: The roads are in much greater use now.

Mr. BICKERTON: That is the point. The roads are getting much more use and therefore we must spend far more money on them. The additional amount being spent is obviously not sufficient. We are reaching the stage when something drastic will have to be done if the area is to keep pace with the type of production we envisage. It cannot at the moment. The state of the roads is such that the trucks are rattling to pieces, those that can get along; and those that cannot are held up for days on end. This necessitates high transport costs which, of course, are always reflected in the cost of living in the area, with the subsequent loss of production right throughout.

I know Governments are inclined to say, "We are spending three or four times what was spent when other Governments were in office"; but much of this increase is accounted for by inflationary values. On top of that, of course, the volume of traffic has increased. I was speaking to a station owner near Roebourne who told me he had seen some 100 vehicles pass his front gate in a couple of hours. It is not so long

ago that if that many went past in two or three months it would be a rather unusual occurrence. Therefore drastic moves must be made to obtain additional funds.

This is where the Commonwealth can come to the party, I fancy, with additional grants; and it will just have to do that if it considers it is playing its role in the development of the north. In my opinion the Commonwealth has always shirked its responsibility to a large extent so far as the development in the north is concerned—not only the north of Western Australia, but the north of Queensland, and the Northern Territory. These are things it always seems to get around and sometimes goes so far as to make it difficult for the States when they can find their own method of progress.

Recently there was some criticism from Canberra about the price for which our iron ore was sold. I am not going into a discussion as to whether the price is too high or too low. Regardless of what it is, it ill becomes the Commonwealth, or Ministers of the Commonwealth, to criticise the price when, for years, the Commonwealth tried to hold this State back by refusing export licenses for iron ore—went out of its way to prevent the export of iron ore even when known resources were far in excess of what it would lead us to believe. The Commonwealth held this State back by refusing export licenses; and so, having granted the licenses, it seems hardly timely for it to criticise the price. It should have been done at the time; and if it thought the State Government was robbing the taxpayers, it should have made the position clear to the public.

At this stage I think the efforts of the Commonwealth to assist the public are a little belated, to say the least; and, I repeat, it ill becomes the Commonwealth Government to make the criticism now, when it could have helped the State so much in the past in respect of the export of iron ore.

I wish now to get on my old hobby horse and deal briefly with the question of having two sessions of Parliament. If the State has reached the stage, to use the Premier's words, where it can have two new Ministers; and if they have much more to do than previously, then the State has also reached the stage where we can pull our procedure into line with that existing in other States and in the Commonwealth.

I am not suggesting that two sessions of Parliament be introduced with the object of just merging them into one great session, when we would sit for about nine months of the year and would be up for three months; but if the system of two sessions can work in other States and in the Commonwealth, then it can work in Western Australia.

Mr. Ross Hutchinson: Do you think we should have the gag and the guillotine?

Mr. BICKERTON: I think it is necessary to have the gag. I do not see how we could have a session commencing on a certain day and finishing on a certain day without there being some procedure by which the time for debate is limited. I know that "gag" is not a word we particularly like; and members like it less when they are in Opposition, no doubt; but it is necessary if the business is to be transacted. The Government can also co-operate in this matter; because we had a shocking exhibition last session of important legislation—practically 50 per cent. of the Government's legislation—being brought down in the dying hours of the Parliament; and, of course, the Opposition is the worst in the world when it wants to deal with a matter at that particular stage. But if the Government has seven months between sessions of Parliament, surely it can have its legislation ready so that the last minute rush is avoided as much as possible.

There will always be some sort of a rush, I suppose, to finish, but it is not necessary for a Government to introduce practically all of its major legislation in the dying hours of a session; and it is bad from a democratic point of view.

Coming back to the Minister's interjection, I agree that two sessions of Parliament would require some restraint. It would be necessary, I think, to have controlled times. If this system works in other democratic areas, I see nothing wrong with its being introduced in Western Australia; and I certainly would like to see it take place.

I would, as I mentioned before, prefer to leave my remarks on other matters which apply more specifically to the north-west until we are dealing with the individual Estimates.

MR. CROMMELIN (Claremont) [6.4 p.m.]: I add my congratulations to those already extended to you, Sir, on being again elected as Speaker. It is quite possible that to some extent you will become an institution over the period of the next few years.

Mr. Rowberry: We hope not.

Mr. CROMMELIN: I suppose so; but it is possible. I, too, congratulate the new Ministers. I feel that a ministerial position requires a lot of energy and requires a young man to fill it. The new Ministers are young, and I think they will do a capable job.

I want to touch briefly on two or three subjects. One question is becoming an ever-increasing problem to all types of people, be they on the basic wage or be they earning a larger amount of money. I refer to the probate and death duties which one has to face up to today. As

the law now stands, for the first £5,000 of an estate, death duties of £93 15s. have to be paid, plus 10½d. for each completed pound over £5,000.

Many people—and I refer particularly to those living in some of the working areas—own homes that were built before the war. In Graylands and Claremont some homes were built at a cost of between £800 and £1,000. Today the same houses are being sold for up to £6,000. Most of the people concerned are not earning a great amount of money. In consequence if a man paid for the necessities of life and, perhaps, an insurance policy, together with schooling, and so on, and he died, his widow would probably have very little left to her except the house and, perhaps, some insurance money; and she would have to face up to the fact that she is liable to pay death duties.

If a person has a £6,000 house, and nothing else, he would have to pay approximately £150 death duties. That is quite a strain; and it goes up in an ever-increasing scale. From £6,000 to £8,000, the exemption, of course, comes down from £2,500 to £2,125. For an estate between £5,000 and £8,000 the death duties rise to £143 15s. for the first £5,000, and for the remaining £3,000 they go to 1s. 2d. in the pound.

From £8,000 to £10,000 the exemption drops to £2,000; and for an estate of £5,000 to £10,000 the death duties amount, first of all, to £168 15s., and then there is a liability of 1s. 3½d. in the pound for the remaining £5,000. Then, some homes that are worth in the vicinity of £10,000 today were built, 20 years ago, for less than £2,000; and we can find that a man of quite moderate means has a house worth £10,000.

And that is not the end of it. Because of the present-day inflationary spiral—and there is nothing to say that this trend will not continue—the value placed on houses continues to increase and so municipal rates, land tax, and so on also increase. Therefore, although a property owner knows that today he has a house which is valued at £10,000, he may, by the same token, be earning only a small income and on his death his widow finds that there is very little cash left in the estate and it becomes increasingly difficult for people like this to obtain sufficient money to pay death duties on property they may own.

Although over the last few years the exemption figure has been lifted, if the present inflationary trend continues I think the Government, in its wisdom, should give some thought to lifting that exemption figure still further, particularly in cases where people own property and the values placed on that property is increasing all the time. It is through no fault of the property owners that the valuations are increasing; it is simply because of the inflationary spiral.

Another subject I would like to discuss concerns penalties for those who are prepared to break the law. A short time ago I read in the paper that the Government was considering increasing some of these penalties; and I believe this should be done. I would refer particularly to drunken driving. In my view insufficient notice is taken of the dangers that can be caused by people driving while drunk. Admittedly these men do not know what they are doing, but they can cause a great deal of damage and can create many problems. I believe that a man who is convicted of drunken driving for the third time should have his license taken away for life.

There is also the ever-increasing problem of the illegal use of cars—we cannot call it stealing, but it is the taking of cars illegally. Offenders in this category are not charged under the Criminal Code but under the Traffic Act, and as a result we find that some youths are taking cars not once but twice and three times and they never receive the maximum penalty allowed under the Act. If these offenders were charged under the Criminal Code the penalties imposed would be much heavier.

Only the other day I read that some young people had illegally taken a car and when they were tired of driving it around they drove it into a lake. Surely that is carrying things too far; and I only hope the Government will give consideration to increasing the penalties for this type of offence. It is not good enough to send a boy to a reformatory for a few months; because, when he comes out, he usually does the same thing again. In this case the boy's license is taken from him but that is no deterrent. For his second and third offence he should receive a very severe penalty. Simply taking his license away does not stop him from driving a car; he takes the vehicle and drives without a license, and if he is caught he gets a slightly heavier penalty. However, if he were sent to gaol every week-end for six months, after his second offence, perhaps he would hesitate before he took a car again.

I now want to say a few words about what could be called the problem of our youth today. Everybody of late has been speaking on this subject and I shall now add my contribution. I agree with the member for Balcatta that one of the difficulties is the increased leisure time available to most people in the community. As a result, young people have time on their hands and unfortunately the boys, especially, are led into temptation and in company with older boys they learn to drink. In my opinion once they start to get a taste for liquor an increasing demand for it consumes them and, as a result, they lose control of themselves and are liable to do things that in their normal senses they would not do.

Also they are very often dared by older boys to do certain things, such as the taking of cars. This is a serious problem, but as you well know, Mr. Speaker, throughout the metropolitan area and probably in the country districts—that I would not know—we have endeavoured to establish clubs for young boys, and young girls, too, for their entertainment in their leisure hours.

Many of the churches are doing their best to help by getting the youth in their districts to attend clubs run by the churches and this idea is proving successful. In our own parish, one night a month, we have an evening service and after that the young people gather at a coffee house which is set up for their entertainment. They are served with coffee and biscuits, they listen to records, a piano accordion, or some such instrument, and they thoroughly enjoy themselves. However, we realise that we will not hold them for long, because during the summer they will not be interested in that sort of entertainment.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. CROMMELIN: Prior to the tea suspension I was speaking of the clubs that were being established by some of the churches, and of the good they were doing; and, indeed, the great need for them. In that respect I want to say a few words on the police boys' clubs. Up to a few years ago I had the mistaken idea that the police boys' clubs catered mainly for the teaching of boxing to the boys who attended them. However, it seems that that aspect of the police boys' clubs has faded into the background.

Members will recall that in 1958 the then Premier indicated to me that the old police station at Claremont was no longer to be used and that he would hand it over to the police boys' club in Claremont. The Premier's decision was ratified by the present Minister for Lands; and, as a result, the building was handed over to the police boys' club which eventually sold it as a private residence. With the funds obtained from the sale it had a good start towards financing a new club and it is in regard to that club I now want to say a few words.

This new club is situated opposite the Swanbourne railway station and will be officially opened by Mr. O'Brien on Friday evening. Some of the history leading up to its opening is quite interesting. It is, of course, more spacious than the premises formerly occupied opposite the football oval in Davies Road, Claremont, because that was only an old Army hut and, naturally, the space was limited. In the new building the boys have many more facilities.

Possibly, not every member of this Chamber would know that any boy is eligible to become a member of a police boys'

club and that there is no fee. The average monthly attendance in the old club was approximately 360. The new club has been operating for only four weeks and the attendance for that period has been just under 1,000 members. In addition, it has been suggested that the boys or girls, or their parents, can make a voluntary contribution of 1s. each time they attend the club. Constable Henneker, who is in charge of the Claremont Police Boys' Club has told me that 99 per cent. of everyone who attends the club pays 1s. In other words, in the first month the club has been opened the income has been approximately £50, or £12 10s. a week, and this amount is nearly covering the club's running expenses.

The tremendous increase in membership from 360 to nearly 1,000 is due, in the main, to the increased facilities that are now offering at the club. For instance, there are physical culture classes, the trampoline, boxing tuition to a certain degree, and the provision of a billiard table on which billiards or snooker can be played. At this stage, as we now have a billiards and snooker champion among our numbers in this Chamber, I am sure he will not object if he receives an invitation from the Claremont Police Boys' Club in the near future to give an exhibition for the benefit of the boys.

I would point out that girls are also catered for at the Claremont Police Boys' Club. On Monday evening they can attend the club to take lessons in hairdressing, and on Tuesday afternoon there is a course for beauticians; that is, they can learn the art of make-up. As a result, the attendance of girls at the club even in the first month has been nearly 100.

A further great increase in the attendance of boys is expected because the existing members are now engaged in making for themselves small miniature racing cars based on Olympic specifications. This attraction, in itself, will encourage boys to attend in greater numbers. In addition, the constable in charge permits certain youth organisations in the district which have no accommodation for holding meetings, to hold their meetings in the police boys' club whenever possible. For example, the junior members of the local surf club are able to hold their meetings at the police boys' club. No doubt, when those boys realise the facilities that are offering they will eventually become members.

What I have pointed out to the House this evening proves that the demand for accommodation for young people is very great; and, what is more, this demand is increasing. Provided the police boys' clubs can continue to offer more diversification and more entertainment—as the Claremont club expects to do in the near future by providing added facilities, such

as a library—I feel sure that in every district they will continue to fill a great need for the youth of Western Australia.

There is another small item I wish to raise, but it is not of great moment. Some weeks ago members from this House and from another place visited Queensland to compete in a bowling tournament where, incidentally, we were well and truly thrashed. However, whilst in that State many of us took the opportunity of seeing as many beauty spots as we could, and one attraction that really appealed to me was something I had not seen in any other part of the world. This was the bird sanctuary on the Gold Coast, which one has to see to believe.

If the Premier could establish a similar bird sanctuary in this State the number of people who would visit it would, I am sure, be fantastic. This bird sanctuary on the Gold Coast occupied only a small area of land and was only half a mile from the beach. It was like a miniature show ground and, in extent, would probably be as long as this Chamber and perhaps a little wider. At 4.30 p.m. hundreds of people attended this place to watch lorikeets being fed. At 4.15 p.m. the trees were literally covered by the birds waiting for attendants to come out with the bread and honey which they fed to them. Little racks have been built all around the arena and the bread and honey, which was brought out on trays, was placed on these racks, and within minutes all the trays were absolutely swamped by the birds. I repeat: one has to see this sight to believe it.

The birds are wild and completely undomesticated. People would pick up plates of the food, but this would make no difference to the birds. They would perch on people's hands, and still continue to eat from the plates. I have never seen anything more attractive or more fascinating. The man to whom I spoke said he had been feeding the birds for 15 years. He had started in a small way, but the demand of the birds to be fed increased to such an extent that he was now feeding thousands twice a day; at daylight and at 4.30 p.m. When the members from this House were visiting there it was regarded as the off-season, but despite this I would estimate that there were approximately 400 people attending this area to watch the birds. The pattern was the same every day at 4.30 p.m., and also in the morning.

There was no charge to enter this sanctuary, but, when leaving, one was asked to make a donation towards the cost of the bread and honey that was fed to the birds. On the day I was there there was a notice on the board which stated that that day the birds had consumed 82 lbs of bread and 120 lbs of honey, which would cost a fair sum. Most of the people in attendance made a donation of 1s. or 2s. towards the cost. In addition, afternoon tea was provided for the patrons. This bird

sanctuary is situated on the sea coast and the timber in the surrounding area seemed to be fairly heavy. Whether there were farming areas to any extent in the vicinity, I do not know.

I can assure the Premier that it would be a tremendous attraction if visitors from overseas could see thousands of wild birds in their natural state within, say, 50 miles of Perth. I am not sure whether the Premier has seen the sight of these thousands of birds feeding, but it is truly wonderful. The Premier nods, so I take it he has. Apart from the birds there was, of course, the added attraction of the porpoises, which were viewed by a number of people.

Mr. W. Hegney: How far out of Brisbane is this?

Mr. CROMMELIN: It is on the Gold Coast, about 60 miles away. One can get there and back in a day, and be in time for dinner at night. I doubt whether we have sufficient in the way of bird life around the metropolitan area to establish anything like the attraction I have suggested. I do not know whether we have sufficient birds in the hills, or whether there are enough parrots in that area.

I know there are numbers of parrots around Toodyay, but the farmers there might not be too happy if we were to feed 5,000 or 6,000 parrots; but the food they would get would be sufficient to keep them going till the next afternoon, and they would not constitute a danger to the crops. This is something to which serious consideration should be given, because it would be a great tourist attraction. It is possible that the Government might be able to think of something along these lines.

Apart from that I do not wish to say any more, except to stress that I hope that in future the Government will take steps to look into this matter of the taking of motorcars. We are told it is not stealing; that it is an illegal use of a motorcar. Be that as it may, I hope the penalties will be increased to such an extent as to enable us to leave our motorcars in safety. Quite apart from cars being stolen, we have the added insult of their very often being pushed into a lake.

MR. JAMIESON (Beeloo) [7.42 p.m.]: Unlike the other members who have spoken before me I do not intend to compliment you, Sir, on your re-election to the position you hold. I do not do so because I feel that having given such good service to the Government for so many years in your capacity as Speaker some consideration should have been given to you, as a high-ranking candidate for ministerial position. However, that was not to be and you are here, Mr. Speaker, to again guide the destiny of this Parliament.

Mr. Brand: That has already been said.

Mr. JAMIESON: There is no harm in repeating these things. I am sure, Mr. Speaker, that you will continue to guide the destiny of this Parliament for some few years yet.

Seeing that the Premier is on call I would like to say something in regard to the Government's proposal on dental hygienists. Unless I fall very short in my determination of this matter, I think it contravenes the I.L.O. convention requiring equality of opportunity. It also falls foul in the reverse manner of the Women's Legal Status Act. It is a small Act, section 2 of which reads as follows:—

A person shall not be disqualified by sex from the exercise of any public function, or from being appointed to or holding any civil or judicial office or post, or from being admitted and entitled to practise as a practitioner within the meaning of that term in the Legal Practitioners Act, 1893, or from entering or assuming or carrying on any other profession, any law or usage to the contrary notwithstanding.

No doubt the Premier could amend the Act to suit his purpose to only admit women as dental hygienists, but I feel that if we are to create any professional or semi-professional office in the community, then surely it should be good enough to create that office so that anybody can be appointed to it.

On an examination of the position it may be more economical for the Government to have male dental hygienists trained. As the Premier knows, at present they work in the capacity of dental mechanics, assisting the dentists in their work, and accordingly they should prove efficient as dental hygienists. Once they have been trained, and unlike their counterparts of the other sex, they will not be a loss to the profession through marriage and so on. They could be a continuing force in assisting the community.

Mr. W. Hegney: They would be a great draw.

Mr. JAMIESON: That would not be one of their functions. I feel the Government should have second thoughts about this before it drafts its legislation. If there are any males wishing to be trained as dental hygienists they should be afforded the same opportunity as is available to any other category. Not a great number of men train as nurses. But a few of them have been through the Royal Perth Hospital, and other hospitals, and they have proved to be quite efficient; and in this day and age we see some of them holding quite important senior posts in hospitals. I think they are called ward managers. It is quite unjustified, and in contravention of the I.L.O. convention that the equal rights of the two sexes should be taken away by Act of Parliament. I will say more about that when the time arrives, but

I felt it was opportune to warn the Premier that there is something to be said for males being trained as dental hygienists.

I would now like to draw the attention of the Premier to the fact that on the 6th December, 1963, I asked him the following question:—

Have any further considerations been given to my suggestion in writing earlier this year to the granting to private members at least one journey to remote areas of the State during the course of each Parliament?

I received the following reply from the Deputy Premier (Mr. Nalder) on behalf of the Premier:—

No decision has yet been made on this matter.

On the 5th August, 1965, I asked the Premier—

Has he given any further thought to transport concessions being made to private members of this Parliament for travel to remote areas within the State?

The Premier replied—

This matter, along with other requests for transport concessions, is still under consideration.

Surely the Premier has been considering the matter for some considerable time now; and before he hops in and asks, "What did the Labor Government do about it?" I would like to say that I do not condone the attitude of that Government in this regard and, accordingly, it deserves as much criticism as does the present Government.

I deplore the fact that considerable assistance is given to parliamentarians from the Eastern States which helps them to view things in this State, and yet our Government is not prepared to help its own State parliamentarians. I think it is time that Cabinet considered the matter with a view to granting some sort of concession to private members to enable them to travel to the remote areas of the State.

Repeatedly members of the Victorian Government and other State Governments have said to me, "You have a mighty project in the Ord River. We were there recently. We went up on a State ship, and did this and that." They make these tours under the guise of various committees—even committees delving into futuristic ideas—and are assisted by our State Government. Usually I tell them that I believe what they said was the case, but of course I have not seen those projects; and neither have many of the other members of this Parliament.

Mr. Ross Hutchinson: You can go up there on State ships, the same as the others.

Mr. Rhatigan: That is not so. The Department of the Interior pays their fares, and assists in other ways.

Mr. JAMIESON: The member for Kimberley, of course, is referring to the Federal members of Parliament, but I am referring to members of State Parliaments. Members of the Victorian Parliament have been going up there as guests of this State.

Mr. Court: That is not so.

Mr. JAMIESON: Yes it is. The Minister should check on that.

Mr. Court: We make available the facilities for them to inspect.

Mr. JAMIESON: They are provided with facilities. Assuming a member of this Parliament went up to Wyndham by ship, what would happen?

Mr. Ross Hutchinson: He could probably make arrangements to get a lift out.

Mr. JAMIESON: He could probably make arrangements, but he might not be able to do so.

Mr. Court: If any of our own members of Parliament advise us they wish to visit the north, we will make arrangements for them.

Mr. JAMIESON: There is a degree of doubt about that, as the Minister knows. I draw his attention to the fact that travelling to Wyndham by ship takes almost a fortnight, and then there is the return trip taking another fortnight.

Mr. Ross Hutchinson: You were speaking about the members of the Victorian Parliament going up there on State ships. That was the only point I wanted to make.

Mr. JAMIESON: I am not complaining about their going up by State ships, but about the facilities and the assistance that were accorded them, as compared to the facilities which are made available to our own members. I am sure that only a handful of the members in this House, with the exception of the Ministers, some members on the Opposition front bench, and those representing the electorates in the north, would be able to even hazard a guess as to the development that is taking place within that part of the State. They can read all that is printed in the various articles sponsored by the Minister for the North-West, but they will not be able to get as good a picture as one could get on site. Because of what I have said, this matter requires the urgent attention of Cabinet, in order that the existing position may be rectified.

In a State not nearly as far removed as Western Australia is from the main centres the members of Parliament are allowed three return air fares each year. On the 5th August I asked the following question:—

Is he aware that New South Wales private members of Parliament are allowed three return air fares to any destination and return in New South Wales each year?

The Premier replied, "Yes." If the same concession were granted in Western Australia I doubt whether any member would use up his three air fares each year. Although the air fares are provided a member has to bear an appreciable amount of expenses for accommodation and other items. That would discourage him from travelling around for the sake of using up his air fares. On examination of the experience of New South Wales, I am sure that the members in this State would not use up half the number of air fares to which they were entitled. These air fares are made available in case they are needed by members, to enable them to see at firsthand what is going on in the remote areas of the State. I hope this matter will receive some favourable consideration before long.

While I am on this subject, I would point out that the Premier stated in the House a few days ago that it was the intention of Cabinet to make provision to assist another private member to accompany the appointed delegate from this Parliament to attend the meetings of the Commonwealth Parliamentary Association. In this respect, Western Australia is far behind the other States. The clerks in the other Parliaments are constantly sent on visits overseas, such as a visit to the House of Commons, to gain experience, because such visit would assist them materially in their work. It is high time that Western Australia undertook something along the same lines. It must enlarge the knowledge and experience of the clerks to be able to associate with their counterparts overseas, and to be able to sit at the Table of the House of Commons, so that they can familiarise themselves with the procedures adopted. There is nothing like practical experience. The Government would be quite justified in arranging such visits at regular intervals by the officers of Parliament who assist in the running of Parliament, such as the clerks at the Table of the House.

The Government should not stop at that. It should follow the example of New South Wales which sends away a party each year—comprising three members of the Government and three members of the Opposition, together with a Minister. Their itinerary is arranged so that their visit will give them the utmost benefit and includes countries such as the United States, European countries, and others. The knowledge which they gain undoubtedly assists them in being useful members of the Opposition and perhaps later as members of the Government. In Western Australia we have a long way to go. Tasmania has adopted a procedure similar to that of New South Wales for a number of years, and it has arranged tours for a number of its members to Africa and other countries.

The Commonwealth Government, with unlimited finances, continually sends its members overseas. It is rare for a member of Parliament not to be sent on an overseas tour after he has held his seat for one term; if he has not been on such a tour he must be very unpopular with his own party. There is a great opportunity for the members of Parliament in the other States to travel overseas on various tours, to enable them to examine how the other half is living, and to bring back new ideas so that they might assist in lifting the standard of the people.

I now turn to another matter: the procedure which was adopted at the last State election in respect of the taking of votes, mainly the taking of postal votes. At the time I made a complaint, and some members might have read the article which I wrote to the local newspapers relating to the delivery of postal votes to the Electoral Department on the Friday—the day preceding the elections. Many postal votes were cast in the metropolitan area, and I handled a number of them in various electorates. Many of those people had made application for a postal vote very early on the Friday, as early as three o'clock, but certainly not later than six o'clock because they could not be dealt with past that time. The postal votes were not posted by the Electoral Department until 11 a.m. on the Saturday morning, and these were posted at the General Post Office, Perth. It was impossible for those votes to be delivered in time to enable the applicants to use them. Nobody else but the Electoral Department is to blame. If the department did not have the staff to cope with this work it should have advised the Government to that effect.

The procedure adopted by the Electoral Department had all sorts of repercussions. In one instance an aged pensioner, living at Maniana, suffered a rather bad heart attack on the Thursday night. He wanted a postal vote; accordingly I arranged for somebody to take his application to the Electoral Office on the Friday. When the postal vote was not sent to him he went to the polling booth in a car to cast his vote. Probably as a result of this, he spent a considerable time in hospital through not following the medical advice given to him by his doctor.

I would say the repercussions arising from this sort of thing caused by the Electoral Department are too numerous to correlate; and I think there would be many instances of people being involved. Therefore, the whole thing needs to be thoroughly looked into. If the postal vote system is going to exist at all, it is time we had a good look at any sort of voting, other than that which is done at a ballot box. I say this advisedly in view of what has occurred in other elections throughout Australia and especially in New South Wales, where the system is similar to

that here. In that State people voted as many as three times and nothing could be done about it.

I discussed briefly with Mr. Wheeler what occurred in New South Wales and he agreed it would be a hard thing to pick up; and, indeed, it could not be picked up until after the votes had been counted and a thorough check was made of the various forms of voting. I understand that in the New South Wales election the party organisers—irrespective of party—looking after postal votes recorded them for their party and then sent away the list of names to another part of the State to be used as absentee votes. These votes were duplicated in the booths in the names of these people because it was known they would not be coming to the booths to vote. In many cases there were as many as three votes cast in the name of one person.

It is not until a later stage when the roll for the postal votes is marked off, the roll for the votes at the booths is marked off, and the roll for the absentee votes is recorded and all of these correlated on the master roll that it is possible to pick up the fact that these extra votes occurred.

The last election in this State was highly organised, and some apparent duplications did occur. The highest organised electorate was that of Maylands, which had the highest number of apparent *prima facie* duplications, but I am advised that on investigation 24 of those were proved to be not duplications. But what was the investigation? A "please explain" is sent out to the elector asking him why he voted twice, but he proves positively to the Electoral Department that he did not vote at the second polling booth and the department has no *prima facie* case.

The person concerned states that he can bring witnesses and all sorts of information to bear that he only voted at one of the polling booths at which he was alleged to have voted. So what is the consideration of that extra vote? It is this: Either the presiding officer or the poll clerk has marked off the wrong name, but has it been recorded and counted in the poll? So it would appear to me that there are obvious instances in our own State where, due to high organisation by the parties in areas where it is thought those parties have a better chance, a lot of duplications take place.

It is also significant that in an electorate like Victoria Park where it would not be considered by any stretch of the imagination that the Liberal Party would win, the number of duplications was nil. As I have already said, the highest number was in Maylands, and then came Belmont, where there was a considerable amount of activity. The next highest was

in the electorate of Perth, and then they taper off into a series of much lower numbers.

In the main, the number of duplications in this State is not as high as those obviously organised in the Eastern States, but it is high time we did away with a situation that gives somebody an opportunity to fraudulently increase the number of votes cast in favour of any one person. Indeed, the manipulations that take place in connection with postal voting are somewhat fantastic. I suppose some of the practices indulged in by party organisers occur on both sides, but I only happen to have struck the backwash from the Liberal organisers in my own particular electorate.

I will give one instance which was a diabolical move on the part of a particular organiser. This fellow visited a paraplegic; and no doubt visited all paraplegics. I believe he had a list of names supplied by the Paraplegic Association or some other association to use for the purpose of canvassing votes.

This person visited a paraplegic in my electorate who unfortunately mentioned that he was a Labor supporter. That was the worst thing he could have done because the fellow said, "That is all right, I will still arrange your vote." However, the application for the postal vote was never submitted to the electoral office until two days before the actual poll was due, and the person concerned would be faced with the problem of having to get the vote back to the poll by the actual polling day. This was done deliberately. Fortunately, when this fellow did not get his papers back I made arrangements for a canvasser on my behalf to call and fill in another form and was able to get this form in with a week to spare.

About the day the election was due, this chap received a notice from the department saying that his second application for a postal vote had been rejected because he had already applied for a postal vote. The one that the Liberal Party organiser had taken early in the election campaign was put in at the last moment, and this caused the fellow concerned to receive a strong rebuff from the Electoral Department which said, "You have put in one application; what are you doing applying for another one?" No doubt this sort of procedure is magnified many times throughout the electorate and it is time we reached the stage where only electoral officers themselves, or perhaps certified Government servants, can take these mobile polling booths to the various hospitals and institutions.

If other people cannot attend the poll, then it is unfortunate that they will be disfranchised, but it is better to disfranchise people who cannot attend to have their ballot paper put directly in a box than to provide an opportunity for

the manipulation of votes at the actual poll. There is certainly an amount of cleaning up to be done on that score.

I will now pass to another problem that seems to be worrying quite a lot of us these days; and I refer to the number of accidents and the appalling number of deaths that are occurring on our roads. We are all very concerned about this, but nobody seems to be able to supply the knowledge that is required to meet the position in this State.

I have been concerned about the publicity given to the large number of deaths on the road; and I find on reference to the answers given to my questions today on the accidents reported per 10,000 vehicles that the only figures kept by the Commonwealth Bureau of Census and Statistics are in regard to casualty accidents; but they would be a good basis on which to work.

The statistics over the last three years indicate that the number of accidents in Western Australia per 10,000 was well in excess of the average, which was 144.77 in 1961-62. In that year the rate for Western Australia was 153.63. In 1962-63 Western Australia's rate was 154.92 and the average was 150.34. In the last year Western Australia's rate was 151.64 and the overall average was 149.29.

This pattern of accidents throughout Australia is a rather interesting one. Except for the fact that South Australia seems to be able to kill far more and has many more accidents than any other State, there is no clear pattern. Western Australia was usually about the middle of the list and Victoria has been very low despite its very heavy traffic density. Queensland, where they all seem to drive like the proverbial bat out of hell, seems to have a very low accident rate.

Therefore there seems nothing on which we could base an improvement of the position. The National Safety Council has undertaken many ventures and to my way of thinking somewhat overdoes things, although no doubt these ventures are entered into in the best spirit in this State with the intention of doing something worth while. I understand that this State has the reputation of being the best equipped in Australia, and yet we do not seem to be obtaining any benefit from the equipment. Therefore I doubt whether the extra money being spent on the venture is obtaining the results which are warranted.

Perhaps if this money were spent on policing traffic in another way we might obtain better results. It is significant there is no particular change in evidence over the past three years, and no doubt if I went back further in the statistics the pattern would be similar.

Tasmania's rate has always been the lowest for some reason or other, despite the fact that there are many treacherous roads and conditions there and fairly dense

traffic. There are 111,000 vehicles licensed there and the accident rate last year was 100.16 per 10,000, while in this State it was 151.64. As I have said, there is no clear indication of the reason for the accident pattern. I would say that the money at present being spent on the extensive campaigns on national safety might not be the complete answer to the problem. We should look at other aspects.

Among these, I would refer to my old suggestion on "Stop" signs. We have far too many on our roads, particularly in the metropolitan area. I do not know the position in the country, so I am not going to argue that point. When a "Stop" sign is erected at one intersection, the next two intersections become more hazardous than before and the accident rate increases at them.

The procedure to be adopted at a "Stop" sign on an intersection is somewhat confusing. At a railway crossing a "Stop" sign is fairly clear. A motorist must stop, and see whether a train is in sight; and, if not, he may proceed. However, at an intersection the situation is not so obvious. If we ask the nine Ministers here what they should do at a "Stop" sign we would get nine different replies. I feel the sooner we do away with these signs and erect instead "Yield Right of Way" signs as is done in America, the better. This would be an extension of our present "Give Way" signs. These signs give a clear indication to a motorist that he is in the wrong if he goes through the intersection without giving way. However, if a motorist stops at a "Stop" sign and then proceeds he can still be in trouble with another car, irrespective of whether that car is on his right or left.

These "Stop" signs are merely complicating matters because although they indicate that a motorist must stop, they do not indicate what he must do after he has stopped. The public must be advised of what to do at these intersections before the accident rate will be improved at intersections. Until this is achieved it is useless spending money on extensive safety first campaigns because the motorists are confused by the signs erected by officialdom—signs which do not indicate what is required of the motorist.

The ex-Minister for Fisheries will be very pleased to know that on a recent visit to the Eastern States I discovered that restaurants in the larger capitals no longer provided dishes containing lobster meat. This is because the supply has rapidly dried up over the last six months or so.

Mr. Ross Hutchinson: I am very pleased about it.

Mr. JAMIESON: We are both happy about this. It was some years ago that I drew the Minister's attention to the fact that there was a very acute problem concerning crayfish and I did this at the risk of becoming cray bait at Lancelin.

However, I feel the move was quite justified because no doubt many of the Eastern States restaurants were relying on an extensive amount of undersized crays and were prepared to pay very high prices for them in order to provide the various lobster dishes as they call them. It is quite obvious that the problem has been cut to a minimum. We will not be able to completely eliminate it no matter what penalties are imposed. Some people always have a tendency to find a way around a law, and therefore I do not think that heavy penalties will provide the complete answer. We could probably impose the death penalty and still find that some undersized crays were being sold.

Mr. Ross Hutchinson: It was largely as a result of your request on this matter that—

Mr. JAMIESON: Do not keep insisting on it, because I might go again to Lancelin and my stocks might not be very high. Irrespective of who was responsible for the steps which were taken, they have brought results; and I think this will auger well for the industry in future years because more crays will be available.

More research is necessary into the crayfishing industry. I am still of the opinion that the season should be closed only when the crayfish are in berry, and that is for only about six weeks of the year, from about January or February. During that period the whole of the coast should be closed, but the rest of the time it should be left open. We know that although the coast is closed from now until November this is the roughest weather in the year, and so we do not achieve very much because there is not an extensive amount of fishing undertaken during that period. The closing of the waters at this time does not do very much for the industry at all and certainly not as much as could be achieved if we protected the crayfish while in berry.

Of course, whether we like it or not, there will always be people who are out to make a profit, and who are unethical. They will wash berry from the crayfish and do everything they can to make the crayfish available for the market. The loss of each female crayfish in berry, as the Minister is aware, could be the loss of up to half a million crayfish larvae. One female crayfish, if all conditions were suitable, could in a very short time produce enough crayfish to heavily seed an area that had almost been fished out. If that female crayfish, at the time of carrying berry, is interfered with, it is possible that all the larvae will be lost. It has not been positively proved that even when a female carrying berry is thrown back it successfully reaches the lower regions with the berry intact. Until we get to the stage where we can completely protect the female crayfish we will not get to the state where we know we are doing all we can for the crayfishing industry.

I would now like to deal with a topic which is always with us—like the traffic problem—and that is, child delinquency. We have had various ideas put forward in the course of this debate and, as is always the case, it is a popular topic, and everyone has his own ideas how to solve the problem. Very often those who have the greatest ideas—if an examination is made of their background, or the background of some of their children—will be found to be inclined to be a bit delinquent themselves.

I remember a Premier of this State saying once in this House that he himself had often been involved in knocking insulators off electric light poles with a shanghai. That sort of sport is common with youth, and as they grow older they get their kicks out of driving souped up cars and frequenting rugged coffee lounges. I think one of the greatest problems with our youth is encouraging them to fit into their own home life. I notice that around State Housing Commission settlements this seems to be a greater problem than in the more affluent areas where houses are possibly bigger and there is more to attract the youth and keep them home. There again, we cannot get any particular pattern, because some of the children from the area represented by the Minister for Industrial Development are probably as wayward and delinquent as those from the Belmont area or the East Perth area. That pattern, of course, has a tendency to rule out any strict ideas of how to cure the problem.

I do find that in many State Housing Commission areas there is a tendency for many teenagers to group near corners and at other places because, I feel, they have not the facilities in their homes to keep them there. Nor can they take their friends to their homes and use portion of them for various entertainments. Although the commission is doing a good job for the housing of the people, I think there has to be a lot of re-thinking on the part of those in charge of the commission to provide more adequate living room in the houses. They should not provide just two or three bedrooms, a kitchen, a dining room and a small lounge. There has to be sufficient living room in houses, enough room so that mum and dad will not be disturbed. The teenagers can then bring home a couple of coppers and get in a corner and play records or watch television without being under the parents' feet. That just cannot be done at the present time because the lounges and living rooms in Housing Commission homes are far too small.

I realise that if we increase the size of the facilities it will put up the expenditure, but the Government has to find some way to overcome that even if it provided some stereotyped home and altered the facades so that the homes did not all look

the same. Reasonable indoor accommodation should be provided, and would do a lot to improve the position relating to delinquency. People would be prepared to stay at home.

I know that even around where I live the youth are out and around the streets and obviously there is no room at home for them. There is only a small bedroom containing a couple of beds and a wardrobe and there is not room to swing the proverbial cat.

Rather than just provide a home for people the Government has got to be prepared to provide, through the medium of the State Housing Commission, some attraction for the teenage element to stop them wanting to get out. Usually the first thing they want to do is to get out of the road of mum and dad and from under their feet; and the sooner they are out of the road the better. If more living space were provided it would reduce the problem we have today.

There are all sorts of things which, of course, because of their various compartments could more properly be dealt with at the time of the Estimates. However, I intend to pass a few remarks about the Parole Board which has been established in this State and which is now functioning.

In criticising the Parole Board, I think we were sold a pea-and-thimble trick when we bought this one either last year or the year before. As we find the circumstances now, they are rather unusual. The trial judge sets a minimum time before the Parole Board can move in to rehabilitate a prisoner. The Parole Board is presided over by one of the judges; and it could well be, of course, that a judge could sentence a man to 10 years' imprisonment and make the period seven years before he could be released. Later on, the same judge could be on the Parole Board to see if the man could be released.

It might have been a particularly obnoxious case—and there are some foul cases that the judges have to hear and determine. However, because a person has been involved in such a case once, there is no saying he will not be rehabilitated. In such a case, where the judge is on the Parole Board the scar of the particular case that he heard is not going to be healed easily. That judge is not going to be inclined to be lenient in his attitude to rehabilitation.

I feel that a far more important thing than punishment in this community is the reorganisation of wrongdoers. Until we get to that stage we will not achieve much through the Parole Board or through anyone else. I have noticed that where the old indeterminate sentences board used to buy into sentences in cases of two years

or more and then recommend to the Minister of the day the time when the prisoner should be released, when he was released, of course, the rest of his sentence was excused. That was only natural.

Now these fellows are battling to halve the sentences by the judiciary and a noticeable feature has been that in the more dastardly cases—a lot of rape cases have been dealt with—in previous times the average sentence appeared to be in the vicinity of eight years, but now it has been bumped up to 12 years—with which I have no fault to find. If the sentence has not been enough then it has to be increased. The position now is that we will find that in many cases there has been a limitation of eight years imposed by the presiding judge before the Parole Board has been allowed to intervene.

To my mind this is not rehabilitation at all. Some people can be involved in all sorts of things on a particular occasion, but this set of crimes may be the only crimes they have committed in their lives and after it is all over they are full of remorse and regret. They could become very good citizens if they were paroled. There is nothing worse than keeping people like that in prison for too long; instead of their being rehabilitated they go from bad to worse and far from becoming an asset to the community they are a liability for the rest of their lives. If that happens we have failed, and therefore we should pay more attention to the paroling of prisoners, and where long-term sentences are imposed the Parole Board should be given more authority to reduce the sentences and allow prisoners to be paroled at an earlier date.

I have my criticism of the Parole Board, too, because I believe that the judge who presides at the hearing of a case should not be a member of the Parole Board when the prisoner whom he has sentenced is brought forward for parole. The Parole Board should be given the authority to determine whether or not a prisoner should be allowed out on parole and should not be bound to wait for a certain period before determining a particular case.

If a man is sentenced to 12 years' gaol and at the end of three years the Parole Board considers that he is worthy of consideration, and he is paroled, he is far more likely to become a good citizen and an asset to the community for the rest of his life than if he is forced to remain in gaol for eight years before his parole can be considered. The point is that a question such as this should be left to the discretion and judgment of the Parole Board, particularly in the case of first offenders. The board should be given the authority, after a prisoner has served a reasonable part of his sentence, and his conduct has been satisfactory, to review his case without having to wait for a period determined by the presiding judge. The board should

be able to say, "Yes, we consider he should be paroled," without having to wait until a prisoner has served a certain period of his sentence.

I repeat: I do not think a judge who hears a particular case should be a member of the Parole Board when the man who has been sentenced is eligible for parole. After all, a judge, like any other person, has human frailties; he can be in a vile mood one day and in a good mood another day. Also, different judges are affected by different types of cases and there is no clear pattern as regards how sentences are imposed. Therefore I think it is far better to take away from the trial judges the right to determine how long a person will serve in prison before he is eligible for parole. After all, the Parole Board has a complete hold over those who are paroled and that keeps them on the straight and narrow. I am sure that most of these people, particularly first offenders, could be more gainfully employed in the community under a parole system than is possible by keeping them in prison for a number of years.

There are several small matters I would like to deal with before I conclude and one of these concerns the use of herbicidal growth regulators by various people in the community. Earlier this year I noticed several plants in different parts of my electorate that had been affected by these growth regulators. Several complaints were made to me that Cape lilacs and other trees in the district were suffering from some rather strange mutations. Apparently the leaves of the Cape lilacs, instead of being in small clusters of little fine leaves, had become fernlike, and vines had a similar appearance.

Because of the complaints I had received I wrote to the Department of Agriculture pointing out the various areas and the trees that had been affected, and the department was good enough to make an inspection and it arrived at certain conclusions. One of the conclusions was that a growth regulator herbicide, 2, 4-D seemed to affect such plants in the way I had described. Apparently a truck carrying some of this herbicide could be parked for only a short time on the side of the road and the trees on the leeward side of the truck would be affected. The herbicide apparently causes this genetic-like mutation of the plants.

I am wondering whether it would be advisable for the department to draft stringent regulations on the use of such herbicides. I do not know what the particular herbicide to which I have referred contains, but it appears to me that it has some powerful ingredients, either organic or non-organic. To me it looks as though it could contain some radioactive substances because of the effects it has on plants. The results are widespread and a whole streetful of trees can be affected at

the one time. No-one really knows why or how it happens but apparently there are certain types of plants which are susceptible to this particular herbicide.

Mr. Court: What chemical did you say it was?

Mr. JAMIESON: It is referred to as 2, 4-D.

Mr. Court: A very powerful chemical.

Mr. JAMIESON: As I said, the chemical that blows from a parked truck can affect a large area and it seems to me that before considerably more damage is done we should have a very clear picture of the effects of this herbicide and what we can do to control it.

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

Mr. JAMIESON: In conclusion, I would like to mention the problems with high schools in the eastern areas. We have only one five-year high school in the eastern suburbs, or what is generally known as the southern suburbs, which is reasonably handy for most of the children there, and that is the Kent Street High School. All the others are three-year high schools and most of them are considerably overloaded. The Kewdale High School exists in name only; it has no buildings and half of the children allocated to that school attend classes at Victoria Park and the other half are transported to Midland Junction, which is not very satisfactory. It is true that a contract has been let for the construction of the Kewdale High School, and no doubt there will be some relief in this direction next year.

It appears to me, from personal observations, that the Government has almost overcome the primary school problem but is not in front in regard to the requirements for high schools. At the Cannington High School, which was built to take about 300 children, there are 390 pupils this year, which means that it is considerably overloaded. It is expected that that number will be doubled, at least, next year and there will be a need to double the accommodation. It is true that some move has been made to provide extra buildings for that high school, but whether they will be completed in time for the start of school next year is very doubtful because of the nature of the terrain and the inability of the contractors to get on with the job until the ground has dried out, which will be some time later this year.

I would again like to draw the Minister's attention to the fact that unsuitable sites are being selected by the Education Department for the erection of high schools. Not only is this very costly to the department, because of the need to provide drainage and so on for these low-lying areas, but it is also very costly to the local authorities concerned because of the access roads that

have to be provided. On occasions this throws a considerable burden on the local authorities and only last year it was necessary for the Canning Shire Council to find a sum of £7,000 to build an access road as part of Sevenoaks Street through to the Cannington High School. With the arrival of winter this road virtually became a canal. This winter the road completely disappeared and the shire council is now involved in a big rebuilding programme with this new road.

So the Minister should realise that in selecting these sites he encumbers, not only his own department, but also the various local authorities, with additional costs which they should not be expected to pay in providing access roads to the high school sites.

MR. KELLY (Merredin-Yilgarn) [8.21 p.m.]: May I join with other members. Mr. Speaker, in saying how pleased I am to see you reappointed to your very high office, and that I am in complete accord with the sentiments that have been expressed already by several members of the House. I also congratulate the newly-elected Ministers on their appointments to the Government front bench. Their settling-down period will soon be over and this House can then look forward to close attention being paid to the affairs of the departments they represent. I take this opportunity also of adding my congratulations to those already expressed towards the member for Narrogin (Mr. W. A. Manning) on his elevation to the office of Chairman of Committees.

I notice that the Minister for Police is not in his seat, but despite this I wish to speak on the speed limits that have been set on the Perth-Norham road. I think this experiment has been very successful. I travel along this road constantly and I think the various speed limits are working out extremely well, the maximum speeds and the minimum speeds being well-founded. Also, the attention that has been paid to increasing the speed limit through small towns where there is not a high density of traffic deserves a great deal of merit. In fact, I think it is now possible, by adhering to the speed limits that have been set along that road, to arrive at Norham 10 minutes earlier than one did previously. At a time when every effort is being made to reduce the speed of vehicles, I think the work of the Police Department in fixing the speeds on the Perth-Norham road speaks volumes for its efforts.

Nevertheless, I did notice one or two anomalies. The Leader of the Opposition has already made reference to a subject concerning Clackline, but it is different from the one on which I am now about to speak. I notice that the speed limit that was set in passing the school at Clackline was 50 miles

an hour. In my opinion the speed limit at that point was excessive. However, I have since noticed that the posts which supported the signs which indicated the speed limit of 50 miles per hour are now standing bare, and apparently it is now left to the discretion of the motorist to decide the speed at which he will drive through that area.

Another anomaly that deserves some comment is that after leaving the city, and when passing through Redcliffe, the speed limit has been fixed at 40 miles per hour, which is inconsistent with the speed limit in the metropolitan area. The volume of traffic in the Redcliffe district is just as great as it is in any other part of the metropolis, yet for some reason the speed limit has been increased to 40 miles per hour. I am not disagreeing with the limit set, because I think it is reasonable; but the point is there is no reason for the speed limit to be increased there. This anomaly is all the more surprising in view of the fact that when leaving Midland Junction the traffic diminishes considerably and yet the speed limit on that stretch of road is still 35 miles per hour. Therefore, I consider there is some inconsistency in the speed limit that has been set in the two areas I have mentioned. Of course, one can go further afield and find similar anomalies.

I was pleased to read in the Press recently that the Government, through the Minister for Police, was giving consideration to the examination of many of our main roads with a view to extending the experiment that has already been made on the Perth-Norham road with variable speed limits. Such a move is extremely commendable because it will bring about reasonable and factual speed limits on all these main roads; and the fact that members of the Police Traffic Branch will be policing these roads will result in a better position than that which we have experienced in the past.

However, I think the Government should go a little further. It should extend these activities to many of the subsidiary roads in and around the metropolitan area. I am referring to all those roads within a radius of 35 miles from the centre of the city. In this area there are several roads where traffic is very light, except on odd occasions such as during holiday periods.

One road which comes readily to my mind is that which travels through Forrestfield and where the speed limit is 35 miles per hour. Whilst travelling along it one would be lucky to see another vehicle every 10 miles, with perhaps the sight of an odd motorcycle or a few people on pushbikes. Yet one is bound to travel at only 35 miles per hour along this road until one reaches the metropolitan area. If the proposed examination of main roads could be extended to subsidiary roads

which travel through places such as Mandogalup—where I do not think there are even five people living, and where one can see posters advertising *The West Australian* at 2d. a copy and the *Western Mail* at 6d. a copy—it would be a good move. There is also another sign indicating that telephone calls are one penny.

All this can be seen at a place through which one can travel at only 35 miles per hour. One does not even see a dog, a cat, or a chicken. I have seen only two cars travelling over the intersection at that centre in two years. Therefore, it seems ridiculous that a speed limit of 35 miles per hour could be set along that stretch of road which goes through Mandogalup itself, and where, half a mile distant, there are only a couple of deserted houses.

So I would suggest that whilst the police are making a survey of the main roads in an endeavour to set variable speed limits, they should also pay some attention to many of the subsidiary roads throughout the metropolitan area because, in doing so, many anomalies could be remedied. A speed limit of 35 miles per hour is an unnecessary restriction on a completely open road which carries very little traffic and where a patrolman could not hide even if he so desired. There is not a soul to be seen when travelling along that road, except perhaps an occasional vehicle travelling in the same direction. In the absence of the Minister for Police I would say to his colleague who sits alongside him that it would be well worth his while to adopt my suggestions when an examination of the main roads is made.

I now wish to address some remarks to the Minister for Works. In fact, a great deal of what I have to say this evening will be directed towards his corner. A few days ago I asked him several questions with the idea of having nothing to say on the subject if the answers were satisfactory; but as they were far from satisfactory I find it necessary to say something to the Minister. I speak of the flooding of the roads at Baandee, Hines Hill, Walgoolan, and as far east as Bodallin.

One of the questions was in relation to that matter, and the Minister replied that there is no provision for any money to be spent on those roads this year. A little further down he went on to say, in reply to the second question, that of the amount being spent on general maintenance on that section of the road between the western and eastern end of the Merredin boundary, £75,000 was being spent on normal maintenance and general work, but nothing in the flooded areas. The question I asked him was—

Of this amount, what finance has been set aside for the improvement of the flooded areas at Baandee, Hines Hill, Walgoolan and a point several miles west of Bodallin.

The reply I got was—

No funds have been provided for the sections mentioned. However, in the 1965-66 programme—

I take it that is the current year—

—the Main Roads Department has provided funds for reconstruction of nearly two miles of the highway near Woolundra and the installation of additional culverts about four miles east of Merredin. This will alleviate flooding at these sections.

Of course these sections are not the worst by any means; they are not the ones that have been holding the people up at different points at various times of the year. I am at a loss to know why that should be the case. The Minister, however, says that this action will alleviate flooding at these sections. No doubt it will, because in some cases since the first major floods three years ago there has been considerable lifting of the roads in some of the places mentioned. A considerable amount of work has been done on the railways where the rails have been lifted, and as a result there have been very few railway line washaways.

I do not know whether there is a lack of co-ordination between the Public Works Department and the Railways Department, but it appears to the general public, and it certainly appears to me, that there must be a lack of co-ordination; because, although the passages under both the roads and the railways have been increased to some extent, the problem is still with us. The departments can go as high as they like with the rails and the roads, but unless the culverts are made big enough to take the excess flow of water the problem will not be overcome.

The Minister should have a very close look at this, because his department is being held to ridicule as a result of literally hundreds of people being forced to go, in the first instance, through Merredin, after which they find they have reached flooded conditions down the line; and this without any advice at all being given to them. I daresay the local authorities are responsible for that aspect. These people get to a point 10 miles or 12 miles down the road only to find 2 ft. to 3 ft. of water, which prevents them from going any further.

Whether the people concerned are heavy hauliers from the Eastern States, whether they are people from the district, or whether they are business people travelling in cars, they are all satisfied that very little is being done to alleviate their problem; and certainly insufficient is being done to allow the normal flow of traffic.

Mr. Ross Hutchinson: You saw the answer to the last question.

Mr. KELLY: Yes; and I was absolutely astounded at the reply to the last question. It would appear that by his answers the Minister is developing a specific type of approach, where he gives a set answer to most of our problems. Incidentally, I had three problems to bring to him this evening to which I received similar replies.

In reply to my question as to what specific provisions were being made available for this work, the Minister said, "There are many sections of the State main road systems which are subject to flooding in periods of very unusual rains." I would like to point out to the Minister that this year was not an unusual year in the area I am speaking of; although last year and the year before certainly were.

Mr. Ross Hutchinson: For a short period there were unusually heavy rains.

Mr. KELLY: Only once did we have really heavy rains; and those rains would not have affected us had the drains been large enough to take the flow of water.

Mr. Ross Hutchinson: As you know, this applies in many parts of the State.

Mr. KELLY: I did not see any great controversy in the Press this year in connection with the main highways. There was a bit about them in the north-west where there are main roads, and where bogging is taking place. I am, however, talking about surplus water that is flooding the bitumen roads; and this was not an exceptional year. It might interest the Minister to know that we have had only one or two showers.

Mr. Ross Hutchinson: The problem existed for only a few days.

Mr. KELLY: It existed for over a week, and great inconvenience has been caused. The astounding answer the Minister gave was—

It will be many years before funds can be made available to remedy them all. The problem of the Great Eastern Highway will require further investigation before that remedy can be programmed.

We have been three years making these examinations—they have been made by the Main Roads Department and the Railways Department—and we have reached the stage where we have lifted roadways and railways, and where we have replaced practically the same sized culverts; which means, of course, that we are getting nowhere; because the water that came down prior to the last three years is coming down now, only it is coming down in greater volume. That is the problem the Government must face.

The member for Avon has exactly the same problem arising in the top end of his territory. With the exception of the work being done individually by the people of the district, little is being

achieved by the Government. The member for Avon has a considerable problem, and if his shoulders were not wide he would not be able to carry it. It is a problem that is not receiving sufficient attention. It is a national matter. Each successive year the flooding gets worse, because the area of cleared land is increasing all the time and the amount of water coming into those areas is far greater.

I would now like to turn to the question of erosion. We see from articles in the Press that there is a tremendous amount of erosion taking place in the north-west. We do not have to go that far, however, because a number of these properties are losing a lot of their available land as a result of the erosion and flooding that has taken place. One estimate I heard was to the effect that 16 to 20 per cent. of farming properties have been affected in this way. It is high time the Government got to grips with the problem, because it is one that will be with us for a long time.

It is all very well for the Minister to sigh and try to interject, and to suggest that the shire councils must put their shoulders to the wheel. As I have already said, this is a national matter, and one that has got far beyond the shire councils.

Mr. Ross Hutchinson: Governments have been working on improving roads and drainage systems, and have been trying to alleviate floods, for a long, long time; but we still have a long way to go before we reach perfection.

Mr. KELLY: In a period of 20 years we have not had the same problems that I am speaking of: those that occur year after year.

Mr. Ross Hutchinson: Last year the floods were the worst in 50 years.

Mr. KELLY: But we have had this flooding over a period of 50 years, and we have never been in the difficulty we are in now; and this has been accentuated as a result of the amount of land that has been cleared.

The SPEAKER (Mr. Hearman): I think we had better let the member for Merredin-Yilgarn make his speech.

Mr. KELLY: It is a very poor advertisement for any Government, irrespective of its colour, that more has not been achieved than was attempted in the last three years. It is very fine for the Minister to say there are many other roads requiring attention. I am fully aware of that fact, and I suppose other members are battling to get something done. We know how hard it was to get any funds from the previous Minister for Works, but the present Minister seems to be harder than he was. That does not give us much encouragement when we attempt to get something done in our areas.

The problem which is being experienced in the eastern districts will snowball; and if the Government does not tackle it now, and does not allocate sufficient funds for the purpose, it will have to do 10 times as much in five years' time. In the meantime the problem will ruin many farms, as a result of the soil erosion. There is only one group of persons who receive any benefit from the floods in this area, and probably in other areas as well; they are the people conducting a towing service and charging 30s. for towing each vehicle through.

I now turn to another subject also related to roads; that is, the routing of the standard gauge railway line. I could be right in saying that in this situation the Minister for Railways rode roughshod over the Merredin Shire Council, and the people of the district, in deciding to route the line where he did.

Mr. Court: Nothing of the sort!

Mr. KELLY: The Minister can say that, but he does not have to put up with the people of that district. During the last elections he did not go to the trouble area but sent the Premier along, although he was the one who did the damage.

Mr. Court: Usually the Premier sends me.

Mr. KELLY: The Premier did a very good job there. He smoothed over the trouble on behalf of the Minister for Railways, and told the people of all the nice things he could think of. He tried to put the Minister for Railways in the back-ground as far as possible.

Mr. Court: I was well and truly in that electorate at that time.

Mr. KELLY: But not in Merredin. I will not be sidetracked. I have several matters to discuss before I finish with the Minister for Works and I intend to get them over before I deal with the Minister for Railways.

Mr. Brand: We held a very pleasant meeting at Merredin.

Mr. KELLY: There are a nice lot of people up there. They know who they want as their member of Parliament.

Mr. Brand: The only thing wrong was that they voted the wrong way.

Mr. Court: The people there were not as much stirred up as you are on some of these matters.

Mr. KELLY: The Minister was not there to face the people. In connection with the last matter I dealt with, I appeal to the Minister to have a second look. If he does, he will find there is room for a great deal of improvement in coping with the floodwaters.

Another matter which arose through the "roughshodness" of the Minister for Railways should be looked into by the Main Roads Department. For those who do not

know, the standard gauge line passing through Merredin—contrary to the practice adopted elsewhere where a deviation is made, and where towns have been left high and dry, such as Coolgardie—is routed in such a way as to utilise an old railway station, because the Minister is too niggardly to shift the stockyards, or to pay compensation.

Mr. Court: You are not being fair.

Mr. KELLY: I am being perfectly fair.

Mr. Court: Many things are being done to improve the condition of the Merredin railway yard, but you will not concede that any of these things are being done. Furthermore they are being done at great cost.

Mr. KELLY: I shall have something to say about the great cost in a few moments. If the Minister had seen the plans which I have before me, he would agree that the railway line should not have gone there, because it is creating difficulties for his department. There are two main proposals; and the Premier should digest what I am saying, because he will have to go to Merredin to justify the actions of his Government.

Mr. Brand: I like going to Merredin.

Mr. KELLY: It is a very nice place. On the west of Merredin, about three-quarters of a mile or less from the existing crossing west of the township, the road keeps to the south side of the line, because the railway is to go through Merredin. It follows the course of Todd Street, a rather narrow thoroughfare about 24 ft. wide—and that is the total possible width—and this road has to take the traffic from Bruce Rock and many centres to the south, traffic to the north, and also the local traffic. It is dangerous to use a road only 24 ft. wide—one which passes a town such as Merredin—which a great number of children cross every day, and where not a great deal of precaution is taken to ensure safety.

The point I wish to bring forward is this: In following the course of Todd Street, which comes to a blind end, the road sheers off at an angle, leaving about 300 yards of Todd Street without any means of access at all. Then it winds back to the course of the existing main highway. The sweep which has been taken could quite easily have been taken, with advantage, several hundred yards before where it began, and before it entered the end of Todd Street. If that had been done everybody would have been happy, and some land, which is now held by the Railways Department and which will probably become useless once the new route and the standard gauge line are put in, would have been released. This is only a matter of commonsense. I ask the Minister to allow me to show him, when we get together afterwards, the plans I have.

The same remarks apply to the proposed road on the eastern side of Merredin where at present, just prior to entering Merredin, one has to turn in a sweep to get into the town. Instead of continuing on its sweep, this road, because of the siting of the standard gauge line, has been brought in another couple of chains. It then follows a right angle turn; and, to get back to the contour of the existing road, one has to turn another right angle for no purpose whatsoever. This seems to be a useless deviation which cannot be justified under any circumstances. The only possible reason that can be given for the detour is to overcome the crossing of the railway line at right angles.

Mr. Ross Hutchinson: Have you been to the Main Roads Department about this?

Mr. KELLY: No; I have just received these plans from Merredin. The Minister should see the department first so that he will know what he is talking about when he goes up there. The only reply that could be given is that in one instance the route crosses the railway at right angles; and, in the other, it crosses the line on the sweep; but there is nothing new about that, because there are three railways entering Merredin at the present time, all crossing in a sweep. On the eastern side of Doodlakine we find exactly the same condition. I cannot therefore see any legitimate reason. I hope to have the opportunity to show the Minister the plans. He has not nodded his head to say he is prepared to see them.

Mr. Ross Hutchinson: I shall be only too pleased to see them.

Mr. KELLY: I shall look forward to a session with the Minister. I shall show him the massive plans, and hope to demonstrate the points I am making to him.

Another thing I would say in connection with that matter before completely going away from it is that I believe that in each of these positions provision has been made for flashing lights; so there should not be any doubt about the actual crossings themselves. I hope the flashing lights will take care of most of the difficulties as they arise.

There is one other question which I feel the Minister should look into while we have this little chat. It is in connection with drainage in Merredin. On this occasion I have to say, "Thank you" to the Acting Minister for Railways, because he stepped into the breach and made possible the handing over to the Merredin Shire Council of some of the land that was redundant in the town so far as railway purposes were concerned. However, it is land that can be usefully used and which will, in time, be built on. This will represent quite an improvement; but there is a very severe drainage problem in connection with that area.

Mr. Ross Hutchinson: I have already told the council that I will try to do something about assisting the drainage there.

Mr. KELLY: I will show the Minister the plan, which I believe is the latest one, showing the course of what is a harmless little stream at one stage, but which eventually becomes a roaring torrent as it goes through the town.

Mr. Ross Hutchinson: We have had engineers up there.

Mr. KELLY: Yes, they have been going up and down for three or four years; and even did so when the present Deputy Leader of the Opposition was Minister for Works.

Mr. Ross Hutchinson: I am sure he did all he possibly could at the time.

Mr. KELLY: He did; and he was always nice about it, too. Getting back to the Minister for Railways, I think it is possibly akin to throwing water on a duck's back; not that I connect him with a duck, but saying anything at all at this stage probably has that effect.

What I want to do is to record an emphatic protest on what is taking place in and around Merredin, because of the insatiable desire of the Minister to bring the standard gauge railway through the Merredin townsite, notwithstanding the fact that there is an easier course. However, the Minister does not like taking the easy course.

In the early stages I was called down to the department to look at the proposed plans, and the rail was to have gone five-eighths of a mile north of the townsite, where there was a natural sweep, and no crossings, and where no-one would be interfered with. There would have been no noise in the town, and none of the inconvenience that people are going to be subjected to during the next 150 or 1,050 years.

That period is too long to concern me, but the time will arrive when the mistakes of the present day will become more apparent than they appear at the present time. I think it is most unfortunate and illogical that we have allowed this to take place. I know the Minister is guided by the experts, and probably to a greater extent by finance, notwithstanding that a couple of million pounds more was put into the Midland-Toodyay section than was provided for in the first place.

This little matter, which is such a sore spot in the Merredin area, would not cost more than £250,000 to rectify. I asked questions the other day about the station, and I find that this great edifice is to be preserved because it has an island platform and trains can run both sides of it without another platform being put in. I find this edifice was built in 1888. I also asked a question in connection with this building in which

I wanted to know if anything had been done to it, or any replacements made, in that period. The Minister said, "Yes, in 1926 a lot of work had been done."

At best, this place looks like a pig with one ear, and yet we are hoping to perpetuate it. It is intended to splash paint around it and erase the old refreshment room, at a cost of thousands of pounds, in order to house one of the employees who will be stationed there and living on the station.

As far as the other buildings are concerned, one could scratch the old joints with a pen knife, excepting where, from time to time, the old limestone has been renewed by cement. Two oil companies would have to shift down to the other end of the town, and the present stockyards, which are ancient, would have to be either replaced or renewed. Every head of stock and every gallon of oil will have to be transferred from the standard guage to the 3 ft. 6 in. gauge, and there will be shunting through the town all the time.

Mr. Court: The amount of rail traffic in the centre of Merredin is going to be a fraction of what it has been for donkey's years.

Mr. KELLY: Does not the Minister think that Merredin is expanding fast?

Mr. Court: There is not a limitless amount of money; and I think the railways have turned over backwards to try to meet the situation; and money is being given out of State funds because the Commonwealth won't budge.

Mr. KELLY: As far as handspings are concerned, I think the result is a lot of decrepitude.

Mr. Court: You have a small mind. It is a tremendous change for the better.

Mr. KELLY: I have thought a lot about the matter—and so have the people there, too—and I would be too polite to say at the present time what I think of the Minister.

Mr. Court: A lot of what people think is what you have put into their minds.

The SPEAKER (Mr. Hearman): Order! No doubt this is an intimate atmosphere.

Mr. Court: If you had a bigger outlook you would understand what is being done.

Mr. KELLY: I understand what is being done; and the Minister is ruining, for all time, what could be a wonderful position there. There is an opportunity now to consolidate the town instead of dividing it, as is being done at the present time. On the old basis, roughly 450 to 500 blocks of land could have been released for building right in the heart of Merredin. I think many things should have transcended the monetary consideration during negotiations.

Mr. Court: Where are we going to get this money from?

The SPEAKER (Mr. Hearman): Order!

Mr. KELLY: The Minister is overspending £12,000,000 or £14,000,000, but will not spend an additional £500,000 in the Merredin area.

Mr. Court: This is all subject to Commonwealth approval.

The SPEAKER (Mr. Hearman): Order! I have tried to be reasonable about this debate. The honourable member will not address his remarks to the Chair and the Minister keeps on interjecting. In future, I would like the honourable member to address his remarks to the Chair; and the Minister will have to keep quiet.

Mr. KELLY: Thank you, Mr. Speaker. I find you have more or less cut the ground from under my feet.

The SPEAKER (Mr. Hearman): I will cut something more from under your feet!

Mr. KELLY: It is really a sad position we are faced with in this very progressive town, because it is a degrading step. It is one we can never hope to overcome even if we could get rid of the present Minister. Too much has been achieved in the matter of his own desires to rectify the position, even if we lived another thousand years, which we won't. However, the people who will reside in that district as the years go by will have to face the position. They are facing it now.

I must not look at the Minister, because he will interject; but when the people were first consulted about this matter through the shire council, they had such a rosy picture shown them by the engineer and others that they thought they were doing something in the best interests of those concerned; but it has not worked out that way. I think there have been five or six deputations to the Minister and we have got absolutely nowhere at all.

I conclude on that note. He stands condemned for all time in the eyes of the people of Merredin-Yilgarn, and particularly those of Merredin; and no matter what he does or says in future he will not overcome the difficulties he is now creating in that area.

MR. W. HEGNEY (Mt. Hawthorn) [9.21 p.m.]: I desire to express my views briefly in connection with matters of a constitutional nature. I have expressed views previously and I see no reason why I should not take the opportunity of submitting my opinions for the consideration of the House. First of all I would refer to the lack of any necessity in the future for the bicameral system of government in this State. We have a population of approximately 700,000-odd, and the State covers an area of 1,000,000 square miles.

The Legislative Council, as the second Chamber is known, was set up about 133 years ago, but I believe there is no necessity for a second Chamber in a State

Parliament. The people of the State elect 50 members to the Legislative Assembly, and it is incumbent upon the Ministry to legislate in the interests of the State. Therefore I have no hesitation in saying that the Legislative Council should be abolished. If the Government is not prepared to do it of its own volition, then at an early date a referendum of the people should be held to see whether or not they favour the bicameral system of government.

Queensland abolished the second Chamber some 30-odd years ago, and Governments of different political colours have not seen fit to re-establish it. Also New Zealand is carrying on with just the one Chamber. After all is said and done, the people pay the piper; and if they re-elect members to the Assembly what is the need today for a second Chamber? I hold the view that if there is a need for a second Chamber, there is a necessity for a third Chamber. I believe that in these days of compulsory education, and education up to university standard, one House is quite sufficient. I suggest for the consideration of the House that the Assembly might be enlarged.

Mr. Guthrie: To 80?

Mr. W. HEGNEY: I would not be hard and fast on any particular figure, but I certainly think the Assembly should be increased—to some small degree at least.

There is another matter to which Parliament should give consideration, and I make no apologies for submitting it. I believe that the position of State Governor should be abolished. Australia is one country, and the Commonwealth consists of the States, each of which sends a representative to the Commonwealth. We have a Governor-General, and an Australian has just been appointed to that office.

Mr. Bovell: Don't you believe in the sovereign rights of the States?

Mr. W. HEGNEY: I believe that one representative of the Sovereign in Australia is quite sufficient; and there is no need to express our loyalty from each State. Incidentally, while we still have the office of State Governor, I say it should be held by a Western Australian, or at least an Australian. The Liberal Prime Minister of Australia has consistently suggested that there is no Australian suitable for the position. However, eventually an Australian was selected for Governor-General, and Lord Casey—I was going to say Ben Casey—has been appointed and will be in office for some few years.

I read in the paper that it is proposed to establish in King's Park a memorial to pioneer women. I know of no better memorial to the pioneer women of this State than Government House, with its spacious grounds, and I think this Parliament would be making a very appropriate

gesture if it ensured that those grounds and accommodation were set apart for them.

Mr. Bovell: Drawing the long bow!

Mr. W. HEGNEY: With regard to the Western Australian Parliament, we have the Electoral Districts Act, about which some reference has been made since Parliament opened. I do not propose to debate the question as to whether the Government is right or wrong. Suffice to say that reference was made to the High Court on the same matter on a previous occasion and the Government was advised it was acting in the unconstitutional way.

I want to sound this note in advance: It is my firm conviction that this Government is going to introduce and organise some subtle scheme which will give to the Liberal and Country Parties an advantage politically in this State before very long. I believe that legislation will be introduced which will certainly not enhance the chances of Labor representatives in the country areas; and I am interested to see whether or not my forecast is correct.

I just mentioned that the second Chamber should be abolished, but I suggest that while we do have the two Chambers—

Mr. Bovell: You want to abolish everything—the Governor and the Legislative Council.

Mr. W. HEGNEY: I am too much of a gentleman to suggest that the Minister for Lands should be abolished.

Mr. Bovell: It is more than you could do.

Mr. W. HEGNEY: With regard to the settling of disputes between the two Chambers, some machinery should be evolved for this purpose. I think that Standing Orders could cover the position and could be altered to incorporate some of the provisions of the British Parliament Act. We have all had the experience of legislation being passed in this Chamber and being sent to another place. If unanimity is not reached at a conference of managers on the points in dispute, the whole measure can be lost. I say that is undemocratic. There should be some machinery set up whereby those obstacles can be overcome.

I said that the Government is going to introduce some legislation which will give it an advantage politically in the near future. I was very perturbed to notice that the same thing is occurring in the Federal sphere. The Country Party in the Federal House is demanding some radical alteration of the basis of representation in that Parliament; and I have no hesitation in saying that, with the influence the Country Party wields federally, radical alteration will be made to the present basis of representation in the Federal Parliament. We will see how far wrong that forecast is in the near future.

I was very pleased to note—and I believe in abolishing the Senate, but the Senate is a portion of the present constitution—that although the House of Representatives may be increased—

Mr. Bovell: Abolish everything is your policy.

Mr. W. HEGNEY: —it is incumbent under the Constitution to have the Senate increased proportionately so that at any stage the House of Representatives is approximately twice the size of the Senate.

I understand the Federal Government proposes to introduce—or rather submit—to the people, by way of referendum, an alteration of the Constitution to enable the size of the House of Representatives to be increased without a proportionate increase in the Senate.

I refer to a committee which was appointed on constitutional review. It was appointed by the Commonwealth Government some seven years ago in relation to the alteration of the Constitution; and that committee—which was an all-party committee—recommended that the Constitution be altered to enable the House of Representatives to be enlarged without proportionate increase in the Senate. I believe that position will be brought about by way of referendum of the people.

I propose to deal with another matter, briefly, because it is of very grave importance, I suggest, to the people of the State and the people of the Commonwealth, and really to the small business people in the various States. I do not understand what the Minister for Lands is muttering about under his breath.

Mr. Bovell: I was wondering what you are going to abolish this time.

Mr. W. HEGNEY: As I said previously, I am too much of a gentleman to suggest that the Minister for Lands be abolished. I will leave it at that for the moment.

The matter I wish to deal with refers to restrictive trade practices. For the past five years the Commonwealth Government has been talking about the introduction of legislation in connection with restrictive trade practices. As a matter of fact, the present Chief Justice of the High Court initiated a discussion with interested parties some four or five years ago, but nothing eventuated.

A new Minister has taken over and he proposes to introduce something, but we just do not know when. The point is that with the increasing number of mergers and takeovers being effected in the various parts of the Commonwealth, legislation on the basis I am referring to is becoming more important every day.

Unfortunately, under the Constitution—and I will refer to the Select Committee's recommendations shortly—although the Commonwealth Government has power to control various corporations and combines, it has not power to deal with restrictive

trade practices intrastate. Unless the Commonwealth takes the opportunity of seeking from the people an amendment of the Constitution, it will be necessary for complementary legislation in every State of the Commonwealth to be introduced in order that the legislation envisaged by the Commonwealth Government may be effective.

The committee to which I referred took evidence about seven years ago—it was established in 1958, and was an all-party committee—and on page 18 of the report the following is indicated:—

Restrictive Trade Practices: Interstate Commission

As already mentioned, section 51 (xx.) of the Constitution confers powers upon the Commonwealth Parliament to make laws with respect to foreign corporations, and trading or financial corporations formed within the limits of the Commonwealth. The High Court has held, by a majority, that the law of the Commonwealth Parliament which made it an offence for any of the types of corporations described in paragraph (xx) to conclude a contract or combine with intent to restrain trade or commerce within the Commonwealth to the detriment of the public, was *ultra vires*.

The present legal position is that the Commonwealth can control harmful restrictive trade practices in interstate commerce but not in intrastate commerce or productive industry.

The Committee's view is that effective control of restrictive trade practices requires uniform policies applying to trade and commerce within the whole of the Commonwealth.

The Committee considers that the Commonwealth Parliament should have power to deal with restrictive trade practices but only so far as they are contrary to the public interest.

That is all that is proposed, I hope, under the legislation which is envisaged by the Commonwealth Parliament. There may be certain practices—trade practices—which are not harmful to public interest and which might be beneficial to public interest. But I know that there are restrictive trade practices in this State, and that this Government has done nothing to overcome the difficulties.

I know small business people in this State who are hampered to a certain extent in their activities by restrictive trade practices. As I mentioned a short time ago, mergers are becoming paramount every day, as are takeovers—and some of them by foreign capital—and no new industries are being introduced in those cases. The time is fast approaching when it will be absolutely necessary for some protective legislation to be introduced to

protect the small business people in this community. I hope that if, and when, the Commonwealth legislation is introduced, this State will not hesitate to pass complementary legislation.

I would now like to mention an industrial item which has very great importance to the industrial workers of this State. Members will realise that there were some acrimonious debates in this Chamber some two years ago when the Government decided to abolish the Arbitration Court and set up an Industrial Commission. I said then, and repeat it now: It is one of the objectives of this Government to reduce the State basic wage to that of the Federal basic wage.

That has been accomplished. The commission, in its last judgment—the last annual declaration under the Industrial Arbitration Act—determined that the State basic wage shall conform to the Federal basic wage. But there is provision in the State Industrial Arbitration Act that the commission may apply a quarterly adjustment in accordance with the consumer price index figures. The commission has seen fit to declare those quarterly adjustments under the law, and that law was introduced by a Liberal Government in 1930. As a matter of fact it took effect from the 31st March, 1931, and it was introduced for the purpose of reducing the State basic wage at a time of falling prices; and the State basic wage in those days was reduced from £4 6s. to £3 18s., and that amendment has stood the test of time. But now the Government, because this Industrial Commission has seen fit not to declare an adjustment to the basic wage in accordance with figures supplied to it, proposes—and the Premier has mentioned it in no uncertain terms—to do something about it.

We would like to know whether the Government proposes to repeal or eliminate the provision in the Industrial Arbitration Act which gives the discretion to the Industrial Commission to adjust the basic wage from time to time in accordance with the appropriate figures supplied to it.

Mr. Brand: I simply got the idea from the Labor Premier of New South Wales.

Mr. W. HEGNEY: The Premier got the idea from the Labor Premier of New South Wales. There is no Labor Premier in New South Wales: there is a Liberal Premier in New South Wales.

Mr. Brand: There was not when I mentioned it. There was a Labor Premier; and there had been a Labor Premier there for several years.

Mr. W. HEGNEY: The Premier cannot hide behind what an ex-Labor Premier introduced in New South Wales. The legislation to which I refer has been on the Statute book for years and, as a matter of fact, the provision for the declaration of a basic wage has been in the Industrial Arbitration Act since 1925 and

the first declaration was made in 1926. Quarterly adjustments to the basic wage were introduced as a result of an amendment to the Arbitration Act made by a Liberal Government.

Mr. Brand: I thought that because a Labor Premier abolished it in New South Wales it would have some value!

Mr. W. HEGNEY: Now, because the commission proposes to carry out the law, the Government—and the Premier has made some reference to this—has decided to do something about it, and we would like to know what it is going to do about it. The Premier keeps interjecting.

Mr. Brand: I simply said that as a Labor Premier had abolished the quarterly adjustment in New South Wales, I thought it would have some value!

Mr. W. HEGNEY: I would remind the Premier that I stood in this Chamber and used all the powers at my command to try to incorporate some of the provisions of the New South Wales Workers' Compensation Act into the Western Australian Act—

Mr. Brand: I am talking about quarterly adjustments.

Mr. W. HEGNEY: —and the Premier and his Ministers refused to agree.

Mr. Brand: I was talking of quarterly adjustments. Let us stick to the subject.

Mr. W. HEGNEY: The Government refused to accept my amendments; but because it suits his book the Premier talks about something a Labor Government did in New South Wales in regard to quarterly adjustments. If it was good enough for the Premier to accept that, why did he not accept my proposition in regard to workers' compensation?

Mr. Brand: Does not that argument apply in reverse?

Mr. W. HEGNEY: If the Premier wants to follow that line of argument in regard to wages we would also like him to follow it in a number of other instances. I will have other opportunities to deal with certain other aspects of this matter; but while speaking about the Industrial Arbitration Act, I mentioned that the Industrial Commission has declared wages and fixed wages from time to time and in this connection I asked a series of questions today regarding the prices of certain commodities. The basic wage is fixed in relation to the prices of these commodities, and others, and the fluctuation of those prices has its effect.

For example, we find that bread has been increased in price; and when I asked what authority fixed the price of bread the Premier said there is no statutory authority. That is true, but the master bakers can peremptorily fix the price of bread. They do not ask the Industrial Commission whether it should fix the price of bread, or whether an increase in price can be granted.

I also asked who fixed the wholesale price of potatoes, and when the member for Wellington was speaking this evening he made some comments regarding this matter. I am advised on good authority that there is still a trickle of potatoes going to the Eastern States, and some of them are actually being sent through the Potato Marketing Board in this State. The potatoes are intermixed with others which are produced by unlicensed growers because these potatoes can only be disposed of in other States.

The point is that the price of potatoes is fixed by the Potato Marketing Board; the price of milk is fixed by the Milk Board; and the price of eggs is fixed on a wholesale basis by the Western Australian Egg Board. These are statutory authorities. But when we ask, "What about some authority to protect the consumers?" the Government says, "It is free enterprise; leave it alone." We say that if it is good enough to have wages fixed by the Industrial Commission, after evidence has been placed before it, then some consideration should be given to fixing the prices of vital commodities.

I wish to conclude on a local matter and in this regard I do not intend to criticise the Premier, because he has been good enough to help me on this occasion. He may not know of it personally—

Mr. Brand: It would have given me greater pleasure had I known that it was you that I was helping.

Mr. W. HEGNEY: The Premier has helped me and I do not want to over-criticise the Minister for Education, although I intend to raise the matter in the House because I was impressed by what the new member for Perth said the other evening about citizens' rights and the help that should be given to ordinary citizens. I think the member for Kalgoorlie mentioned this matter, too. It relates to a reference made by the Premier in his policy speech that subsidies would be given for the erection of swimming pools in the metropolitan area.

I was advised by the Tuart Hill High School Parents and Citizens' Association that its members had noticed, in a paper called *The Subiaco Gazette*, that a Subiaco school had received a subsidy of £1,000 for the construction of a swimming pool. Naturally the association asked me, as the member for the district, what the position was and whether anything could be done about its case.

I wrote to the Minister for Education on the 6th May and I received an acknowledgment of that letter. I wrote to him again on the 26th May, but received no acknowledgment. As the Parents and Citizens' Association was having a meeting on a certain date I wanted the information for it and I was obliged, about eight

or nine days later, to write to the Premier, as the chief Minister in the State, to see if I could obtain some information.

I asked him whether he would be good enough, personally, to see that I received a reply to my ordinary letter and I am pleased to be able to say that some action was taken. It took me from the 6th May to the 11th June, to obtain, not a long-winded reply but merely a short reply containing some information. I, as a member of Parliament, had to wait for over a month for a reply to my letter; so what chance has an ordinary citizen when a member of Parliament is treated in that way?

This is the letter the Minister for Education wrote to me on the 11th June—

Your letter of the 4th June addressed to the Hon. Premier regarding your request for a subsidy for the Tuart Hill High School swimming pool has been referred to me for direct reply. As you have indicated in your letter you first wrote to me on the 6th May, and then again on the 26th May. It is not yet possible to give you a decision on this matter. You will appreciate that the subsidy for swimming pools was the subject of the Premier's policy speech and at the moment consideration is being given as to how far this can be made retrospective.

I had to wait five weeks for that reply, but that letter was written on the 11th June—some 2½ months ago—and I have received nothing further.

Mr. Lewis: I am trying to find out how I can say "No" to you in a nice way.

Mr. W. HEGNEY: It is not your prerogative—

Mr. Lewis: Oh yes it is!

Mr. W. HEGNEY:—according to this letter.

Mr. Lewis: It is my prerogative to say "No" to you.

Mr. W. HEGNEY: I understand, according to this letter, that it was a subject of the Premier's policy speech and the Minister said that at the moment consideration was being given as to how far it could be made retrospective.

Mr. Lewis: You see, we were trying to strain a point to suit you.

Mr. W. HEGNEY: What I want to know is whether Cabinet has made a decision.

Mr. Lewis: Yes.

Mr. W. HEGNEY: All right. If it has it was not the Minister's prerogative; it was Cabinet's prerogative, and it was Cabinet's prerogative also to say how far it could be made retrospective. All I want to know is: If the answer is "No", will the Minister let me have it in writing tomorrow, or as soon as possible? All I want is a reply indicating the decision of the Government, or whether it is the decision of the Minister

on the matter, and then I will know where I stand and the people at Tuart Hill will know where they stand. In the meantime I will express my thanks in advance.

Question put and passed; the Address-in-Reply thus adopted.

BILLS (15): INTRODUCTION AND FIRST READING

1. Petroleum Products Subsidy Bill.

Bill introduced, on motion by Mr. Bovell (Minister for Lands), and read first time.

2. Land Act Amendment Bill.

Bill introduced, on motion by Mr. Bovell (Minister for Lands), and read a first time.

3. Marketing of Onions Act Amendment Bill.

Bill introduced, on motion by Mr. Lewis (Minister for Education), and read a first time.

4. Bush Fires Act Amendment Bill.

Bill introduced, on motion by Mr. Bovell (Minister for Lands), and read a first time.

5. Western Australian Marine Act Amendment Bill.

Bill introduced, on motion by Mr. Ross Hutchinson (Minister for Works), and read a first time.

6. Registration of Births, Deaths, and Marriages Act Amendment Bill.

Bill introduced, on motion by Mr. Bovell (Minister for Lands), and read a first time.

7. Education Act Amendment Bill.

Bill introduced, on motion by Mr. Lewis (Minister for Education), and read a first time.

8. State Government Insurance Office Act Amendment Bill.

Bill introduced, on motion by Mr. O'Neil (Minister for Labour), and read a first time.

9. Bunbury Harbour Board Act Amendment Bill.

10. Albany Harbour Board Act Amendment Bill.

Bills introduced, on motions by Mr. Ross Hutchinson (Minister for Works), and read a first time.

11. Marketing of Eggs Act Amendment Bill.

Bill introduced, on motion by Mr. Lewis (Minister for Education), and read a first time.

12. Western Australian Marine Act Amendment Bill (No. 2).

Bill introduced, on motion by Mr. Tonkin (Deputy Leader of the Opposition), and read a first time.

13. Electoral Act Amendment Bill.

Bill introduced, on motion by Mr. Bickerton, and read a first time.

14. Local Government Act Amendment Bill.

Bill introduced, on motion by Mr. Graham, and read a first time.

15. Spear-guns Control Act Amendment Bill.

Bill introduced, on motion by Mr. Bovell (Minister for Lands), and read a first time.

House adjourned at 10.2 p.m.

Legislative Council

Wednesday, the 18th August, 1965

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