

as submitted to us is evading the issue, and it is not an acceptance by the Government of a responsibility in this matter.

All residents of the Gascoyne area—the commercial banana and vegetable growers, and all the citizens in Carnarvon—know what a cessation of the flow of the Gascoyne River means to them because of the salt content in the domestic water used by every man, woman and child in the reticulated areas. Because of that salt content the quality of the water depreciates rapidly. Therefore, this is not merely a matter of concern to industry on the Gascoyne; it is a serious matter for the whole population of the Gascoyne.

The increased population brought about by the advent of the tracking station is such that it is hard to find a building block except in the subdivisions proposed at the foot of Brown's Range, and they are miles from the centre of the town. There is no other room for Carnarvon to grow because of its situation. There is not an acre left.

The Hon. H. C. Strickland: Only because there is so much land subject to flooding.

The Hon. F. J. S. WISE: That is so; due to lack of control of the water. It is all tied up with that aspect. So, by these grandiose and meaningless words which are contained in the amendment, the Government is evading its responsibilities. It is doing nothing that is fair to the producers on the Gascoyne; and their production is worth millions, not thousands, to the State. The Government is doing nothing to alleviate the concern and worry of people who as producers and residents depend on the control of this river. I hope the House dismisses this amendment.

Amendment put and a division taken with the following result:—

Ayes—15

Hon. C. R. Abbey	Hon. N. McNeill
Hon. G. E. D. Brand	Hon. T. O. Perry
Hon. V. J. Ferry	Hon. S. T. J. Thompson
Hon. A. F. Griffith	Hon. J. M. Thomson
Hon. C. E. Griffiths	Hon. H. K. Watson
Hon. J. G. Hialop	Hon. F. D. Willmott
Hon. E. C. House	Hon. H. R. Robison
Hon. G. C. MacKinnon	(Teller)

Noes—8

Hon. N. E. Baxter	Hon. R. H. C. Stubbs
Hon. J. Dolan	Hon. R. Thompson
Hon. R. F. Hutchison	Hon. W. F. Willsee
Hon. H. C. Strickland	Hon. F. J. S. Wise

Pairs

Ayes	Noes
Hon. L. A. Logan	Hon. E. M. Heenan
Hon. A. R. Jones	Hon. J. J. Garrigan
Hon. J. Heitman	Hon. F. R. H. Lavery

Majority for—7.

Amendment thus passed.

Debate (on motion, as amended) adjourned, on motion by The Hon. J. M. Dolan.

House adjourned at 9.54 p.m.

Legislative Assembly

Wednesday, the 27th October, 1965

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

PREMIER'S MEMBERSHIP IN PARLIAMENT

Congratulations on 20th Anniversary

MR. NALDER (Katanning—Minister for Agriculture) [4.32 p.m.]: I crave your indulgence, Mr. Speaker, and that of the House, to offer our congratulations to the Premier on having been for 20 years a member of this House. On the 27th October, 1945, the Premier was elected as a member of this Chamber, and he holds the distinction of being, as far as years are concerned, the oldest member of the Government. So today I would like to offer our sincere congratulations and wish him the best for the future.

BETTING INVESTMENT TAX ACT AMENDMENT BILL

Introduction and First Reading

Bill introduced, on motion by Mr. Brand (Treasurer), and read a first time.

QUESTIONS (29): ON NOTICE

BLOCKS AT CAPE RICHE

Survey, and Declaration of Townsite

1. Mr. MITCHELL asked the Minister for Lands:
 - (1) How many blocks have been surveyed in the Cape Riche townsite?
 - (2) Has the area been declared a townsite?
 - (3) If the answer to (2) is "No," when will this be done?
 - (4) As there are a number of people waiting to provide services in this area, will the position be attended to?

Mr. BOVELL replied:

- (1) Ten—Seven business sites, one hall site, school, and recreation sites in proposed townsite.
- (2) No.
- (3) Action is current and Executive Council approval is expected shortly
- (4) Yes.

HARDIE TYRES ON MINISTERIAL CARS

Length of Use and Service Obtained

2. Mr. BICKERTON asked the Premier:
 - (1) Are all ministerial cars equipped with Hardie tyres; if not, what other tyres are used?
 - (2) How long have these cars been equipped with Hardie tyres?
 - (3) Since the equipment of the cars with Hardie tyres, what is the average mileage per tyre to—
 - (a) recapping or retreading;
 - (b) being declared unserviceable?

Mr. BRAND replied:

- (1) All ministerial motor cars are equipped with Hardie tyres except one. The Hardie Rubber Company does not supply a tyre size applicable to this car.
- (2) Purchase of Hardie tyres commenced from the 1st July, 1963.
- (3) No recapped or retreaded tyres are used on ministerial cars. Tyres are replaced, on an average, after 15,000 miles on the heavier cars and 20,000 miles on the lighter cars.

TAXI DRIVERS: IDENTITY DISCS*Authority for Issue and Compulsory Wearing*

3. Mr. GRAHAM asked the Minister representing the Minister for Justice:

Is the Crown Law Department satisfied that power to control the conduct and dress of taxi-car drivers, *vide* section 11 subsection (1) paragraph (h) of the Taxi-cars (Co-ordination and Control) Act give authority for the issue of identity discs, to compel payment for them, and to require the holders to wear them; or to promulgate regulations for those purposes?

Mr. O'CONNOR replied:

The Crown Law Department has not been asked to advise on the point but, as explained to the honourable member in this House on the 21st October last, more specific authority is being sought in the Bill for an Act to amend the Taxi-cars (Co-ordination and Control) Act, 1963, now being considered by Parliament.

4. *This question was postponed.*

MURDERS IN WESTERN AUSTRALIA*Dates of Offences and Death Penalties*

5. Mr. GRAHAM asked the Minister for Police:

- (1) On what dates have murders or suspected murders been committed in Western Australia between the 8th September, 1964, and the present time; and if more than one on any day, the number of such?
- (2) On what dates did hangings, if any, take place during the above period?

Mr. CRAIG replied:

- (1) 7th December, 1964.
21st February, 1965.
28th February-1st March, 1965.
8th March, 1965.
20th May, 1965.
13th July, 1965.
Night 22-23rd September, 1965.
23rd September, 1965.
- (2) One on the 26th October, 1964.

BLOOD TRANSFUSIONS*Tests: Adoption of Sir Charles Gairdner Hospital Practices*

6. Mr. FLETCHER asked the Minister representing the Minister for Health:

- (1) Is he aware—
 - (a) of *Daily News*, 6/4/65, reference to a coroner's inquiry which revealed that a patient

died as a consequence of a transfusion with incompatible blood;

- (b) that this incompatible blood had as its origin a private as distinct from a Government or Red Cross supervised source;
 - (c) that the coroner recommended that all laboratories should study the strict methods used at the Sir Charles Gairdner Hospital to prevent a mix-up of blood samples?
- (2) As the coroner stated that at the Sir Charles Gairdner Hospital only one test was done at a time, will he, in co-operation with the Director of the Blood Transfusion Service, seek means of ensuring by way of legislation, if necessary, that the safe practices applying at the Sir Charles Gairdner Hospital are practised by all laboratories where such tests are carried out?

Mr. ROSS HUTCHINSON replied:

- (1) I am aware of the circumstances of the death in question and understand that it was due to an accidental interchange of blood slides in a private laboratory.
- (2) Accidents such as this are not readily preventable by legislation, but I shall have further inquiries made to ascertain whether this is practicable.

RAILWAY CROSSINGS*Market Street-Guildford: Fatality and Warning Signals*

7. Mr. BRADY asked the Minister for Railways:

- (1) Is it a fact a further accident took place at the Market Street crossing during the weekend, the 17th October, resulting in an inmate of a "C"-class hospital being killed?
- (2) What action, if any, has been taken since the last accident to warn the public by whistles, sirens, flashing lights, etc., of the approach of trains?

Midland-Fremantle: Number without Warning Signals, and Locations

- (3) How many level crossings between Midland and Fremantle are without warning signals, and where are they located?

Mr. COURT replied:

- (1) No. This fatality occurred at a point approximately 150 yards east of Market Street.

(2) When a train is approaching a level or pedestrian crossing the following procedure is observed by the locomotive crew—

(a) at 400 yards from the crossing, the whistle or hooter, as the case may be, is sounded using the following code—

one long blast,

(b) The long blast is sounded again as considered necessary, until the crossing has been reached.

(c) In addition to the driver, the fireman must keep a sharp look-out when approaching a level or pedestrian crossing and specially draw the driver's attention to any road or pedestrian traffic that does not appear to have noted the warning.

(d) The headlight is switched to full beam when approaching a level or pedestrian crossing during day or night.

(3) The only level crossings not protected by boom or flashing light signals are:—

(a) Helena Street—Midland.

(b) Market Street—Guildford.

NATURAL GAS FROM GINGIN

Piping to Metropolitan Area, and Development

8. Mr. MOIR asked the Premier:

(1) Will he state whether the piping of gas from Gingin to the metropolitan area is at present contemplated?

(2) If the supply is at present considered inadequate, what are the amounts and reserves that would have to be proved to warrant this enterprise?

(3) What operations are being currently conducted in this area by the oil company concerned?

(4) Is he satisfied with the scale of operations by the company concerned in this area, in view of the previous encouraging gas flow?

Mr. BRAND replied:

(1) to (3) There are no immediate plans—it is too early yet to evaluate the potential of the area. One hole only has been drilled and a second hole is in progress.

(4) Yes. It must be appreciated that the No. 1 hole at Gingin was drilled to a depth of 14,908 feet and tested. No. 2 hole is scheduled to a depth of 14,000 feet and testing will follow completion of drilling.

Depending upon the result of No. 2, it can be anticipated that further holes will be required before a complete evaluation of this field can be arrived at.

STANDARD GAUGE RAILWAY: PERTH-KALGOORLIE SERVICES

Diversion at Northam

9. Mr. MOIR asked the Minister for Railways:

(1) What is the anticipated date that the Kalgoorlie rail traffic will be diverted from Northam to Perth via the broad gauge rail route?

Commencement Dates

(2) What are the expected dates that the standard gauge service will be operating from—

(a) Merredin;

(b) Koolyanobbing;

(c) Kalgoorlie?

Times of Journey

(3) Will the time of the journey from Kalgoorlie be less when the present service is diverted via the standard gauge route?

(4) If so, by how much?

(5) What time will the journey from Kalgoorlie to Perth take when the standard gauge is in use?

Night Journeys: Provision of Facilities

(6) Will the present type of service from Kalgoorlie be retained, i.e., sleeper coaches and buffet cars on a night journey?

(7) If not, will he state the type of service planned?

Mr. COURT replied:

(1) January, 1966.

(2) (a) December 1966—for grain

(b) April 1967—for ore

(c) Mid-year 1968

(3) and (4) When the present 3 ft. 6 in. service is operated via the Avon Valley dual gauge route prior to the overall completion of standard gauge, there will be a saving of a few minutes.

(5) The timetable will vary according to the type of train. Planning in respect of interstate trains is on the basis of approximately eight hours. Although no decision has yet been reached regarding the type of train which will operate intrastate between Kalgoorlie and Perth, it is expected that the elapsed time for the journey will be 7½ hours.

(6) and (7) No decision has yet been made. A high-speed daylight service is under consideration.

GREAT EASTERN HIGHWAY**No. 6 to No. 8 Pumping Stations
Section: Repairs**

10. Mr. MOIR asked the Minister for Works:

- (1) Is he aware that on the 15th October there were several dangerous breaks in the surface of the Great Eastern Highway between No. 6 and No. 8 pumping stations?
- (2) If repairs have not yet been effected, will attention be given to these places as soon as possible?

Mr. ROSS HUTCHINSON replied:

- (1) Some potholes have developed on this section of the Great Eastern Highway. Remedial action will be put in hand in the next few days.
- (2) Answered by (1).

11. *This question was postponed.*

WORKERS' COMPENSATION**Silicosis: Reduction of Premium**

12. Mr. MOIR asked the Minister for Labour:

- (1) When was the premium of 90s. per cent. as charged by the S.G.I.O. in 1927 to cover silicosis risk under the provisions of the Workers' Compensation Act reduced to 80s. per cent.?
- (2) For how many years was the 80s. per cent. rate in operation?

Mr. O'NEIL replied:

- (1) On the 30th June, 1939.
- (2) Fourteen years.

CHEST X-RAYS**Compulsory Examinations: Frequency**

13. Mr. MOIR asked the Minister representing the Minister for Health:

- (1) How often are compulsory chest X-rays carried out throughout the State?
- (2) Have the people in any area had a longer interval than two years between examination in—
(a) the metropolitan area;
(b) country areas?

Tuberculosis: Cases Detected

- (3) What are the number of new cases of tuberculosis detected each year?
- (4) Are the number of new cases detected uniform throughout the State, or is there any area of the State where the incidence of this disease is higher in proportion to the population figure?

Mr. ROSS HUTCHINSON replied:

- (1) Every four to five years.
- (2) See answer to question (1).

New Cases.

(3) 1961	....	....	250
1962	....	....	268
1963	....	....	244
1964	....	....	208

- (4) Generally, the rate is uniform throughout the State, with slight local temporary variations.

14. *This question was postponed.*

RAILWAYS: BEJOORDING**Grading of Bank**

15. Mr. HAWKE asked the Minister for Railways:

- (1) When was the railway bank at Bejoording, north of Toodyay, last graded?
- (2) What was the actual cost of such grading?
- (3) For what purpose was the bank graded at that time?
- (4) What benefits have arisen from the grading operations?

Mr. COURT replied:

- (1) This work was completed on the 18th June, 1965.
- (2) £29,000.
- (3) To facilitate train working with the opening of the Avon Valley route, allowing increased loads to be hauled in each direction and eliminating unnecessary train running between Toodyay and Bejoording.
- (4) Increased loads of 110 tons from Bejoording to Toodyay, and 135 tons from Coondle to Bejoording, now apply.

HOSPITAL AT COLLIE**New Structure: Need and Proposals**

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

- (1) Is he aware of the urgent need for a new modern hospital at Collie?
- (2) What is the detailed nature of the proposals under consideration for the construction of a new and modern hospital at Collie?

Mr. ROSS HUTCHINSON replied:

- (1) No. There is no urgent need for a new modern hospital at Collie. The honourable member would be well aware that in 1955 his Administration constructed a new maternity wing at a cost of £86,000 consisting of 16 beds, two delivery bays, special ward, preparation ward, nurseries, isolation nursery, premature nursery, toilets, ward pantries, etc.

At the same time, the honourable member's Administration spent £14,000 on repairs and remodelling, and in 1959 authorised the remodelling of existing services to provide a block for geriatric cases and a new theatre block at a cost of £17,000. Since then there has been remodelling of administration and outpatient areas, new laboratory facilities, and other work at a cost of approximately £20,000.

- (2) Answered by (1), but the department is aware that other renovations and extension of existing facilities are necessary by the representations of the hospital management last year, the planning of which is now under way.

Mr. Hawke: Thank you, Mr. Minister.

BUILDERS' REGISTRATION

Requirements

17. Mr. HALL asked the Minister for Works:

- (1) Can he advise what is the clear interpretation as described by the Master Builders' Association as to financial limitation and capacity relevant to builders desiring registration as master builders?

Contractors and Subcontractors: Responsibility

- (2) What is the position regarding contractors who let work to subcontractors who carry the financial obligation and responsibility as to completion of work—

- (a) contractor being credited with total cost of job;
- (b) subcontractors being credited with cost of their particular section of contract?

Mr. ROSS HUTCHINSON replied:

- (1) There are no financial limitations in the Builders' Registration Act in respect of registration. A person may be registered if he has satisfied the board that he—

- (i) has attained the age of 21 years;
- (ii) is a natural born or naturalised British subject; and
- (iii) is a person of good character; and
- (iv) has completed the prescribed course of training, including practical experience for a period of at least 7 years or for periods aggregating at least 7 years in the work of

a builder or as a supervisor of building work, and has passed the examination prescribed for applicants for registration as registered builders, or

- (v) has had such experience in the work of a builder or as a supervisor of building work elsewhere than in the State as to render him in the opinion of the Board, arrived at in such manner as the Board thinks fit, competent to carry out building.

The requirement for acceptance as a member of the Master Builders' Association is as follows:—

- (a) that the builder has the structural ability to complete a building and know-how to interpret plans, specifications, bills of quantities, etc.;
- (b) that the builder has sufficient managerial knowledge to successfully conduct a business;
- (c) that the builder is qualified in local government requirements and normal procedure for approval of plans, etc.

- (2) The financial relationship between the contractor and subcontractor is the same as that between the client and the contractor.

The contractor is responsible for the satisfactory completion of any work carried out by the subcontractor. The subcontractor is not entitled to his final payment from the contractor until after the job is completed.

A client has a contract with a builder to carry out certain works. The client holds the builder responsible for the execution of these works and completes his part of the agreement by paying the builder the agreed price. The client has no legal knowledge of the subcontractors and without a further agreement with the builder could not make direct payments to the subcontractor.

RAILWAY TRAVEL TO NEW SOUTH WALES

Sleeping Accommodation: Bookings

18. Mr. EVANS asked the Minister for Railways:

- (1) Is it possible for a prospective rail passenger desiring to travel from Western Australia to New South Wales to book through the

W.A.G.R. for second-class accommodation from Perth to Adelaide and first-class from Adelaide to Sydney, thus ensuring sleeping accommodation for the entire journey at a cheaper overall cost than if the passenger had procured first-class sleeping accommodation for the same journey?

(2) If not, why not?

Mr. COURT replied:

(1) Yes.

(2) Answered by (1).

MINES MEDICAL OFFICERS

Names and Stationing

19. Mr. EVANS asked the Minister representing the Minister for Mines:

- (1) Who is the present incumbent of the office of mines medical officer?
- (2) Where is this officer now stationed?
- (3) Is it intended that in future the mines medical officer will not be stationed in Kalgoorlie?
- (4) If so, why?

Mr. BOVELL replied:

- (1) There are two mines medical officers, Dr. Karczub and Dr. McGuire. (Dr. McNulty is also an appointed mines medical officer but is not at present engaged on this work).
- (2) Dr. Karczub is stationed in Kalgoorlie and Dr. McGuire is temporarily in Perth, relieving another medical officer who is ill.
- (3) and (4) Answered by (1) and (2).

STANDARD GAUGE RAILWAY: PERTH-KALGOORLIE SERVICES

Deviation through Avon Valley

20. Mr. EVANS asked the Minister for Railways:

- (1) Is it correct that early in the new year goldfields rail traffic will be diverted through the Avon Valley standard gauge route, using a third line?
- (2) Will there be any testing period during which freight trains will negotiate this route before introducing passenger traffic?

Mr. COURT replied:

(1) Yes.

(2) As is customary in such cases, the line will be thoroughly tested before going into regular service. I might add that this will apply to all services.

WATER CONNECTIONS TO BUILDING BLOCKS

Payment for Service

21. Mr. GRAHAM asked the Minister for Water Supplies:

- (1) Is it a fact that where an extension of a water main is required by a home builder, and the house is situated more than 264 feet from the existing main, or the distance is more than 500 feet where there are two houses requiring service, the home builders are obliged to pay the cost of main extension and no refund is made even after intervening blocks are subsequently built upon?
- (2) When was this policy introduced, and why?
- (3) Do these people, financially burdened in the manner outlined, still have to pay full water rates?
- (4) Since the commencement of this procedure, what length of mains has the Metropolitan Water Board had installed as a gift in the manner abovementioned?

Mr. ROSS HUTCHINSON replied:

- (1) Home builders are not obliged to pay the cost of main extensions where those extensions exceed the free footage provided under the Water Board policy. Where the length of extension needed to supply a home builder is not much in excess of the free footage provided by the board, the home builder, rather than being completely refused a supply of water at the time, is given the option of paying for the additional footage beyond that which the board would provide, and so obtain water. If the home builder accepts the alternative it does enable him to obtain a supply of water before his extension meets the requirements of the Water Board for a free extension.
- (2) The board's controlling Act determines how it may borrow money and does not authorise it to obtain individual loans from home builders. These provisions in the Act came into force on the 1st July, 1964.
- (3) When water is available to a land owner, the Act provides that the land be rated in the normal manner.
- (4) This information is not recorded separately, but it will be obtained and supplied.

22. *This question was postponed.*

RAILWAY EMPLOYEES: RESIGNATIONS

Embargo on Employment by Contractors

23. Mr. DAVIES asked the Minister for Railways:

- (1) Has the Railways Department placed an embargo or restrictions of any nature on railway employees who leave the service of the department being employed by any of the contractors carrying out railway work of any description or by companies associated with the development of the various north-west projects?
- (2) If so, what are the forms of any such embargoes or restrictions?
- (3) By what authority are these imposed?

Mr. COURT replied:

- (1) and (2) A restriction is only imposed in respect of standard gauge contracts let by the Western Australian Government Railways and applies to personnel engaged on commission work within one year of the instructions to contractors to commence work, unless the Western Australian Government Railways representative approves otherwise.
- (3) The conditions of the contract document.

FOOTBALL STADIUM

Establishment: Lead by Government

24. Mr. FLETCHER asked the Premier:

- (1) In view of the increasing obvious lack of a suitable stadium or ground to cater for the public of Western Australia, in regard to major football events, has he or the Government given any consideration to showing a lead by the offer of assistance in the establishment of such facilities for such major attractions?
- (2) In view of the widespread, popular, active, and spectator support of W.A.'s principal sport, will he, if no consideration has already been given, be prepared to take action immediately to show a lead by any means, including—
 - (a) the appointment or convening of an all-party, or any committee, to seek ways and means; or
 - (b) have discussions with the W.A.N.F.L. representatives to this end?

Mr. BRAND replied:

- (1) and (2) The question of a suitable stadium to cater for major football events is a matter for the league itself.

Protracted discussions have ensued between the City Council and the league over many months; but as far as I know, no finality has been reached, even as to a suitable site which must be the first decision.

The Government is not unmindful of the problem and if approached, consideration would be given to a case, having in mind, of course, the many other important sporting associations in need of suitable accommodation.

COAL LEASES IN THE KIMBERLEY

Grants to Thies Bros. and Premier Properties

25. Mr. DAVIES asked the Minister representing the Minister for Mines:

- (1) Have the firms of Thies Bros. and Premier Properties been granted leases to search for coal in the Kimberley area?

Location and Size

- (2) If so, what are the locations and size of the areas concerned?

Commencement of Operations

- (3) Have the companies commenced operations in their search for coal?
- (4) If so, what stage has been reached by each company?
- (5) If not, when is it anticipated the companies will commence operations?

Mr. BOVELL replied:

- (1) Yes. Temporary reserves have been granted to both companies.
- (2) Thies Bros. Pty. Ltd.:
Temporary Reserve No. 3517H—Kimberley Downs—450 square miles.
Temporary Reserve No. 3518H—Liveringa—1,150 square miles.
Two further temporary reserves have been applied for by this company:
Temporary Reserve No. 3570H—Ellendale Station—557 square miles.
Temporary Reserve No. 3571H—Nookanbah—920 square miles.
Premier Properties Pty. Ltd.:
Temporary Reserve No.—

	Sq. Miles.
3426H—Mt. Marmion	288
3427H—Kimberley Downs	108
3428H—Ellendale	217
3429H—Mt. Anderson	117
3430H—Liveringa	184
3431H—Liveringa	60
3432H—Liveringa	38
3433H—Kolyeeda	224
3434H—Nerrima	57

- (3) to (5) Thiess Bros. Pty. Ltd. report having conducted field investigations involving geological reconnaissance and that air photographs have been ordered from the Bureau of Mineral Resources. Premier Properties Pty. Ltd. reported in September that reconnaissance work would be carried out in October and that drilling was planned to commence in the second half of October, 1965, but due to delay in the arrival of equipment, commencement of work has been delayed and is expected to start early next month.

RAILWAY PASSENGER SERVICES: ELLEKER-MARBELLUP

Curtailment

26. Mr. HALL asked the Minister for Railways:

Will the curtailment of passenger coaches on the southern freighter in any way inconvenience passenger traffic relevant to workers returning from work in Albany to their homes in the Elleker-Marbellup area?

Mr. COURT replied:

Inquiries at Albany and Elleker have indicated that no such inconvenience will be caused.

UNIVERSITY OF WESTERN AUSTRALIA

Campus Development

27. Mr. DURACK asked the Premier:

- (1) How many acres are at the disposal of the University for the development of its present campus?

Use of Land

- (2) What development did it propose to make on the 25 acres of land to be transferred to the Education Department?
- (3) What development does it propose to make on the area of land to be transferred to it near Hackett Drive?

Car Park: Extension

- (4) How many acres of the present campus are devoted to car parks?
- (5) How many more acres are proposed for car parks?

Mr. BRAND replied:

- (1) The University campus, excluding the residential colleges, consists of approximately 102 acres, all of which is master planned for development which will be completed by 1975.

- (2) The 25 acres at Shenton Park was endowment land for which development plans had not yet been completed.

The 8½ acres in Stirling Highway was regarded as probable future college sites, although a final decision had not been made by the University Senate.

- (3) Further biological science buildings and residential halls.
- (4) Present car park areas consist of six acres of permanent car park, plus other temporary parks on which new buildings will be erected in due course.
- (5) A further 10½ acres. The total of 16½ acres will then provide parking space for 2,000 cars.

28. and 29. These questions were postponed.

QUESTIONS (2): WITHOUT NOTICE

RAILWAY TRAVEL TO NEW SOUTH WALES

Sleeping Accommodation: Bookings

1. Mr. EVANS asked the Minister for Railways:

Following on the affirmative answer given to part (1) of question 18 on today's notice paper, will he investigate a complaint I have received from a constituent of mine that the Kalgoorlie railway booking office would not accept a booking from Kalgoorlie to Adelaide for a passenger who required a second-class berth on the Commonwealth railways to Adelaide, and a first-class berth from Adelaide to Sydney?

Mr. COURT replied:

If the honourable member furnishes me with details I shall have the matter investigated. This is not a subject on which I can be expected to give an answer off the cuff, and I assure him the matter will be looked into.

SULPHUR IMPORTS

Price Increase: Effect on Commonwealth Bounty on Local Product

2. Mr. COURT (Minister for Industrial Development): Yesterday I promised to obtain some information for the member for Mt. Marshall regarding the Commonwealth pyrites bounty. I find that the Commonwealth Pyrites Bounty Act provides for a reduction of £1 in the bounty on indigenous sulphur with each £1 rise in landed cost of imported brimstone.

PUBLIC WORKS ACT AMENDMENT BILL

Third Reading

Bill read a third time, on motion by Mr. Ross Hutchinson (Minister for Works), and transmitted to the Council.

DENTAL HYGIENISTS REGISTRATION BILL

Second Reading

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [4.52 p.m.]: I move—

That the Bill be now read a second time.

This Bill seeks to bring into being a type of auxiliary in the field of dentistry, and this is a field which will be new to Western Australia. In other parts of the world dental auxiliaries or dental hygienists have been accepted for many years.

The United Kingdom, the United States of America, and New Zealand all use dental hygienists to assist dentists. Their range of operations differs in each case, and the legislation in those places is not exactly comparable with the provisions in the Bill. Nevertheless, the proposals reflect the ideas of responsible interests in the dental profession in this State as being appropriate to our needs.

It is believed that the use of trained dental hygienists will relieve the professional dentist of some time-consuming operations, and thereby free him to pay more attention to other work and to the more obscure forms of dental disease. It will also enable the School Dental Service to undertake the planned topical application of fluoride solution to the teeth of children. This measure is regarded as a worth-while step to prevent dental caries, although in my view it does not replace in any shape or form the great benefits that would be conferred upon the children of this State if fluoridation of water supplies became a practical achievement here.

The training and employment of dental nurses will not be disturbed by the aims of the Bill. This measure provides for the appointment of a seven-member board to administer the legislation, and the board will be responsible to the Minister. Of the seven members, two will be dental hygienists, but until graduates are available for registration the Minister will nominate two suitable persons to represent the dental hygienists. The remaining five members will be dentists, and they will be nominated by the Dental Science Faculty of the University, by the Dental Board, by the Perth Dental Hospital, and by the Australian Dental Association. The usual provisions regarding nominations, appointments, and vacancies are contained in the Bill.

Registration will be available to females who have reached the prescribed minimum age and have passed the qualifying examination. The board will be able to recognise qualifications obtained overseas or in the other States of Australia, if it considers these to be equivalent to the standard to be set down in this State. The board will be given disciplinary powers to deal with misconduct by registered persons. An appeal to a magistrate against the board's decision is provided for.

The main source of revenue of the board will come from registration fees, but as these will not be forthcoming until after a school has been organised and graduates have presented themselves it will be necessary for the State to give some assistance in the first year or two. The financial accounts of the board will be subject to inspection by the Auditor-General.

Finally, the board is to be given power to make rules covering all necessary aspects of its field of operations. The Bill is similar in this and in many other respects to the Physiotherapists Act, which has proved to be a workable piece of legislation.

Debate adjourned, on motion by Mr. Jamieson.

AUDIT ACT AMENDMENT BILL

Council's Amendments

Amendments made by the Council now considered.

In Committee

The Chairman of Committees (Mr. W. A. Manning) in the Chair; Mr. Brand (Treasurer) in charge of the Bill.

The amendments made by the Council were as follows:—

No. 1.

Clause 4, page 3, line 5—Delete the word "directed" and substitute the word "authorised".

No. 2.

Clause 4, page 3, line 10—Delete the word "direct" and substitute the word "authorise".

No. 3.

Clause 4, page 3, line 16—Delete the word "directs" and substitute the word "determines".

No. 4.

Clause 5, page 3—Delete all words in the clause after the word "is" in line 19 and substitute the following—

amended by substituting for paragraph (c) of subsection (2), the following paragraph—

(c) if, except on leave granted by the Governor, he absents himself from duty for more than twenty-one consecutive days, or for more than forty-two days

in any twelve months, inclusive in each case of annual leave; or

Mr. BRAND: I take this opportunity to thank the Deputy Premier and other members for their good wishes on my having been elected to this House for 20 years. I am aware that a number of other members have been here for a much longer period. I move—

That amendment No. 1 made by the Council be agreed to.

This Bill was discussed during my absence from the House, when the Leader of the Opposition raised a number of points and the Minister for the North-West, who was in charge of the Bill at that time, undertook to have the whole matter examined, and, if necessary, to have certain amendments made in the Legislation Council. Those amendments have been made, and they are in keeping with the wishes of the Leader of the Opposition.

Mr. HAWKE: I am pleased that the Government has seen fit to approve of the suggestions which I made in the Committee stage when the Bill was last before us. I am quite satisfied that the alterations proposed in this and in the four subsequent amendments will improve the wording of the Act very considerably.

Question put and passed; the Council's amendment agreed to.

Mr. BRAND: I move—

That amendment No. 2 made by the Council be agreed to.

This is similar to the previous amendment.

Question put and passed; the Council's amendment agreed to.

Mr. BRAND: I move—

That amendment No. 3 made by the Council be agreed to.

The Leader of the Opposition thought that "determines" was a more appropriate word, and with this I agree.

Question put and passed; the Council's amendment agreed to.

Mr. BRAND: I move—

That amendment No. 4 made by the Council be agreed to.

I understand these words have been included because the Leader of the Opposition pointed out—and it was found that there was substance in his argument—that the Auditor-General was going on leave without Government approval. Although this has been going on for many years, as far as I can make out, this amendment will put the matter in order.

Question put and passed; the Council's amendment agreed to.

Report

Resolutions reported, the report adopted, and a message accordingly returned to the Council.

LOCAL GOVERNMENT ACT AMENDMENT BILL (No. 2)

Council's Message

Message from the Council notifying that it had disagreed to the amendments made by the Assembly, now considered.

In Committee

The Chairman of Committees (Mr. W. A. Manning) in the Chair; Mr. Nalder (Minister for Agriculture) in charge of the Bill.

The CHAIRMAN: Amendments Nos. 1 to 5 made by the Assembly, to which amendments the Council has disagreed, are as follows:—

No. 1.

Clause 2, line 6—Delete "twenty" and insert "ten" in lieu.

No. 2.

Clause 5, line 32—Delete "twenty" and insert "ten" in lieu.

No. 3.

Clause 15, line 9—Delete "twenty" and insert "ten" in lieu.

No. 4.

Clause 18, line 9—Delete "twenty" and insert "ten" in lieu.

No. 5.

Clause 18, line 15—Delete "twenty" and insert "ten" in lieu.

The Council's reasons for disagreeing to the Assembly's amendments are as follows:—

The twenty per cent. poll is necessary to prevent a small minority from upsetting Council decisions on frivolous grounds.

It is felt that Councils are elected to carry out the functions of Local Government with responsibility to all ratepayers and not be ruled in any way by pressure group minorities.

In our opinion a ten per cent. poll would not be sufficient to overcome these circumstances.

Mr. NALDER: I move—

That the amendments made by the Assembly be insisted on.

When dealing with this Bill previously this Chamber decided that the percentage necessary at a poll to vary the mode of election of a mayor or president was 10 per cent. The message from another place states that this provision is not acceptable. I do not intend to go through all the debate that took place here with reference to this amendment, but I feel that having made the decision we should abide by it.

Mr. JAMIESON: I feel that if the percentage is to be altered at all it should be made a compulsory vote. The situation is rather ludicrous really. In the first place a majority decision of the council must agree to the change of the mode

of the election for mayor or president. The approval of the Minister is then required for a referendum to be held. Then, after all that, the councillors must enter into a campaign to make sure that 10 per cent. vote. This is going to act to the detriment of the council and I feel the situation could have been well left alone.

If the situation involved the election of a person, that would be a different matter, but on an impersonal matter such as is involved here, the situation is ridiculous. This matter should be determined by the council; but if the situation is to be altered, an expression of opinion should be obtained from all those who are on the ratepayers' roll as distinct from those who are electors.

Mr. NALDER: I feel the point made by the member for Beeloo is outside the ambit of this amendment. If he had dealt with the matter when we were discussing the Bill previously, he would have been in order. We have to decide now whether or not we are going to insist on the percentage we decided on before. In other words, we have to decide whether the percentage should be 10 or 20. We consider it should be 10 and another place considers it should be 20. I suggest we insist upon the amendments passed in this Chamber previously.

Question put and passed; the Assembly's amendments insisted on.

Report

Resolution reported, the report adopted, and a message accordingly returned to the Council.

ANNUAL ESTIMATES, 1965-66

In Committee of Supply

Resumed from the 26th October, the Chairman of Committees (Mr. W. A. Manning) in the Chair.

Vote: Legislative Council, £20,039—

MR. GUTHRIE (Subiaco) (5.12 p.m.): Before I address myself to the subject with which I wish to deal, could I add my good wishes to the Premier on the attainment of his 20th anniversary in this Parliament? I sincerely hope I am not here for 20 years. I do not wish any harm to anyone, but I would hate to think I had to look forward to another 13 years of parliamentary life. However, I do congratulate the Premier on his great achievement.

I merely wish to confine myself tonight to discussing the subject of education. Members of the Committee will recollect that when I spoke on the Loan Estimates I indicated that I wished also to speak on the subject of education on the Revenue Estimates; and I wish to tie in to some extent my remarks on the previous occasion with the remarks I wish to express tonight.

Members will recollect that I expressed some concern at the financial situation that was developing between the States and the Commonwealth and I feel that that concern I expressed in regard to the Loan Estimates applies also, and even more so, to revenue. The situation is rapidly developing whereby the State is more and more dependent upon the Commonwealth. Everywhere we go in the community people ask us to sign petitions in support of demands for more and more money for education from the Commonwealth. I have always consistently refused—and will continue to do so—to sign such petitions because I consider them all completely wrong.

Education is a State matter and should remain a State matter. I cannot imagine anything worse than having one education service in Australia, controlled from a place so remote as Canberra. I do feel that people who advocate this are avoiding the main issue which, of course, is a problem between the State and the Commonwealth on financial matters. I did indicate, in the course of the Loan Estimates, one or two lines I felt could be examined as to the possibility of re-writing revenue sources for the State and the Commonwealth. I do not propose to repeat them tonight, because there is much I wish to say on education itself. However, I wish to preface my remarks with a plea that we should think less in terms of becoming more and more dependent on the Commonwealth for education revenue and should be more and more inclined to find ways and means whereby we can stand on our own feet.

We have had a recent example of the dangers—it is only a small thing—which can arise by becoming dependent on the Commonwealth. As members of this Committee are well aware, the Commonwealth recently introduced a scheme of scholarships in secondary schools for students in the fourth and fifth years. Initially, it was intended that those scholarships should be awarded on the Junior Certificate examinations. It has been found there are certain difficulties in that, and I appreciate the difficulty in the delay in the Junior Examination results. That is one of the major difficulties: marks are not available until somewhere in the latter half of January and it does leave it very late for parents to know whether or not a child is going to win a scholarship, and that award could decide whether he continued at school.

However, a form of examination was adopted which was set by a research organisation in Victoria. It is designed, as I understand it, to test the potential of a student. When I inquired the reason why we were so concerned with testing the potential of the student, I was informed that was one of the matters which

the Prime Minister stipulated when he introduced this scheme in the Commonwealth Parliament. I merely instance that as an indication that we are being forced to change our conceptions because of some outside body—and, incidentally, an outside body which has had very little experience in the practical side of conducting schools. Because that outside body has expressed an opinion, we have to follow. There is strong criticism and disagreement as to whether this form of test is satisfactory.

The test is one which makes it easy for certain students who are not necessarily the most knowledgeable. The answer to the question can be gleaned from the question itself and information contained in the paper. A student who is good at picking up that clue, which is in the paper, has an advantage even though he may not be a very knowledgeable person. He is given a tip and is able to recognise it, as against the plain straight practice of examinations by asking what might be a direct question, or quoting something which calls for knowledge.

I understand there have been many instances where schools have been absolutely amazed at the results from those tests, and they are not particularly satisfied. I mention that in passing because it is only germane at this time to what I was saying when I referred to the danger of having our education system interfered with from an outside source. That organisation does not have the responsibility of running an Education Department and does not have the experience we have had in this State, for something like 80 years, of conducting the Education Department, or board, or whatever it was called preceding the formation of the Education Department.

I think it would be fair to say that our State education system falls on three major bodies or groups in the community. The first, of course, is the University; the second is the Government schools of all types—and in that I include Government technical colleges, secondary schools, primary schools, and any other type of school which the Government or the Education Department conducts; and the third group comprises the independent schools which are, of course independent of any Government direction in regard to the manner in which the schools are run provided they are deemed to be efficient within the meaning of the Education Act.

So we have three bodies which do something towards the education of the community. Those three bodies are not greatly correlated at this point of time. Up to this stage the University has really held the key, for two reasons. Firstly, it lays down the standard of matriculation; and, secondly, it established and controls the destinies of the Public Examinations Board. By that I do not wish to be misunderstood.

I am not implying that the University interferes unnecessarily in the affairs of the Public Examinations Board, except to the extent that it has representation thereon.

It must be remembered that the Public Examinations Board is established by the Senate of the University, and the Senate of the University can change the constitution overnight and the board's major decisions of policy on public examinations are subject to voiding by the Senate of the University. Consequently, our education system has been directed up to now to reach a standard which is largely decided by the University of Western Australia; and apart from the control which can be exercised over it by this Parliament by an amendment to the Act, or apart from facing some stringency which may be exercised by the Government withholding funds—or making it difficult to obtain funds—apart from that, it is entirely independent. And this is how it should be.

But is it right that the University should hold the key to our entire system? I pose that question and I do not pretend that I can answer it. But whilst this situation continues it becomes extremely difficult for the Education Department or the independent schools to change what they are doing to what they would like to do as the complete controllers of their destinies, and the determining of what is the right way to educate the children is not for them to decide.

When I said the Public Examinations Board is a creation of the University of Western Australia, that is only partly correct. Members may well recall that on the 6th October of this year, and on the 14th October of this year, I asked the Minister for Education certain questions directed towards clarifying the legal status of the Public Examinations Board. The sum total of the answers was that this Parliament is really the progenitor of the Public Examinations Board inasmuch as this Parliament confers specifically on the University the power to create the Public Examinations Board and to conduct public examinations. Members may well recollect that the Minister, in answering the questions, informed me that the University's power to promulgate Statute 15 of the Senate of the University, which sets out the Examination Board's powers, arises under section 30 of the University Act, 1911.

It is of some interest to read section 30 of the University Act. It is broken into two subsections which deal with two different matters. Subsection (1) reads as follows:

Subject to this Act and the Statutes the Senate may cause public examinations to be held for testing the proficiency of such candidates as may present themselves for examination in any branch or branches of knowledge, and may grant certificates of proficiency to candidates who successfully pass such examinations.

Subsection (2) states—

When any public authority is empowered by law to require any person to submit to an examination as to his proficiency in any branch or branches of knowledge, or to produce evidence of such proficiency as a condition of obtaining any appointment or any scholarship, or other reward of merit, or of being admitted to any profession, calling, or office, the Governor may require the Senate to undertake the examination of persons desiring to submit themselves for examination in such branch or branches of knowledge and the Senate shall cause such examinations to be held accordingly.

Members will therefore see that subsection (1) is permissive: The University may conduct public examinations. Subsection (2) is mandatory: If the Government of the day wishes any examination to be conducted and so requests, the Senate has no choice but to conduct that examination. No doubt the reason for that particular subsection was that back in 1911 it was not immediately envisaged that the University would have all the faculties it has today. The legal profession, architectural profession, and dentistry, etc., were required to conduct their own examinations for their own students. If the same sort of set-up was required to establish the quality of students desiring to enter those professions, because of unsatisfactory examinations, those bodies could have gone to the Government, and the Government could have requested the University to conduct the exams.

Subsection (1) is the particular provision we are concerned with at this moment and it makes it permissible for the University to conduct examinations. It makes no reference to the Junior or Leaving examinations; any examination it likes. I took the trouble to read the debate which took place in 1911 when the University Bill was introduced and passed, and I must admit I was amazed at its shortness. Few took an interest in such a revolutionary decision. It passed on the voices in both Houses of Parliament with very little contribution to the debate.

The only reference to section 30 in the Act was from the then Premier, Frank Wilson, who said, in passing, that the University would conduct public examinations. The Minister who introduced the Bill in the Legislative Council, The Hon. R. D. McKenzie, said exactly the same thing. Nobody else referred to it; and when it went through Committee, in both Houses, this section passed without debate. There was not a great deal of discussion or thought put into the desirability or otherwise of the University conducting examinations.

I was rather surprised, because I had fully expected to find mentioned the factor which influenced a lot of people: that was

the great difficulty in sitting for examinations at the University of Adelaide, which applied in the days prior to 1911. In passing, it might be interesting for me to say that I noticed in the course of the debate that the Modern School had just been built and was to be opened in three weeks' time. A member blandly suggested that the Modern School should not be opened; the building could be used for the University. Fortunately, that thought did not find much favour with anybody else in the Parliament.

I am sorry to have been so long on that particular point, but it does come back to this: that the origin and foundation on which the University is empowered to set up the Public Examinations Board is a Statute passed by this Parliament. If this Parliament repealed section 30 of the University Act the Public Examinations Board would disappear, and with it would go the public examination system as we know it today.

It is also interesting to read Statute No. 15 proclaimed by the University. I would have expected to find in it one paragraph worded to the effect that there shall be a Leaving Certificate examination, and the purpose for which it is held, and also that there shall be a Junior Certificate examination, and the purpose for which it is held. However, such things do not find any mention in it. The Statute simply says that the board shall conduct examinations, and in the last subsection reference is made to prescribed fees and details regarding subjects of the Junior and Leaving Certificate examinations. That is the first and only time the examinations are mentioned in the Statute. That might have been a draftsman's error, or maybe the certificates were in existence before the Statute was promulgated or, on the other hand, maybe the draftsman did not consider it necessary to mention it specifically. But there it is.

Therefore, in conclusion on this point, it is idle for anybody to suggest that this Parliament has not got a say on the subject; because in the final analysis we could pull the rug, so to speak, from beneath the University on this particular point: and seeing that it plays a very vital part in our education system I feel we should take some intelligent interest in whether or not it is desirable to continue with public examinations as they have been carried out in the past.

In any event, I suggest that when people talk of educational reform and educational changes, they cannot really put them into effect unless they take heed of what the Public Examinations Board is likely to do, what the future matriculation requirements of the University are likely to be, and what educational standards are required by the various professions, industries, trades, and anybody else who takes the products of our educational system and

offers them employment. That would be so unless we—and by “we” I am talking as if I were the Education Department, or the school authorities—completely changed the course of things and simply said, “We will decide what is best. We will develop an educational system that we think is best and those who take the product from it will take what they get.”

Personally I would never advocate such a proposition, and I believe that this is a matter in which a number of people have an interest. However, to my mind the people who seem to take the least interest in this subject—and I say this without any disrespect—are members of this Parliament. Yet in the final analysis we are the people who could put the kibosh, so to speak, on the whole proposition.

It is somewhat disturbing to know that at this point of time reform of our educational system is being held up by the University because the professorial board cannot make up its mind on what should be the matriculation standard in the future. It is also noteworthy that in the Martin report reference is made to this. The report states that Australian universities generally were experiencing difficulty in determining their matriculation requirements of the future. I also understand that this matter has been before the professorial board for quite a considerable time.

These matters are of very great concern, because when a boy enters secondary school nobody knows whether he will reach matriculation standard or not; and, to my mind, it is important that these things should not be changed too often, or, if they are going to be changed, they should be changed with sufficient notice being given and a decision should be reached promptly and without any delay.

I would now like to make some reference to a report which has received a great deal of publicity and a great deal of criticism—and I think perhaps some of the criticism is rather unfair. I refer to a report the correct title of which is “A report on the public examinations system in Western Australia” by J. A. Petch, but it is commonly known as the Petch report.

I think one could summarise, so far as they are germane to what I am discussing, Dr. Petch's conclusions or recommendations under four headings. Firstly he has recommended—and I am led to believe that in the year 1966, November 1966, this will be implemented by the Public Examinations Board—that the Junior and Leaving Certificates as we have known them in the past will change and they will become separate subject examinations.

Therefore a student will not get a Junior Certificate because he has passed in English and four other subjects, or a Leaving Certificate because he has passed in English and three other subjects; he will get a certificate showing his grading in each

subject for which he sat, and the grading will not be, as it has been in the past, a pass or a fail. It will be a grading into five different categories from the lowest to the highest. When someone gets a certificate he will read that this person sat for English and received an E grading, for instance and in mathematics he might have got a B grading, and in French, a C grading, and so on.

One will be able to see, therefore, within broad limits, just what the capacity of that particular student is. Most people with whom I have discussed this question—and these are knowledgeable people on this subject, being principals of schools—seem to be very favourably disposed towards it. They feel that the cold, hard, red line of 50 per cent. is a very unfair line. A boy, for instance, who gets 48 per cent. is a failure in that subject and he is just as big a failure as a boy who gets 0 per cent.; and, by the same token, a boy who gets 51 per cent.—that is in the Junior, but not necessarily in the Leaving—has a pass just as satisfactory as a boy who gets 99 per cent. I must admit I can see virtue in that proposition.

The second objection to the present system is to this terrible business of the boy who gets 48 or 49 per cent. and who has therefore failed. The question is: “Shouldn't he be jumped over the line to give him 50”? However, that is very difficult because we have a standard, and there it is.

As regards the first and second recommendations—the first being separate subjects for the Junior and Leaving examinations, and the second, a grading for each—I have already discussed them in some detail, but the third recommendation he makes is a change in the name of the certificate and I think there is virtue in that recommendation. He suggests changing the name from Junior Certificate to school certificate and the Leaving Certificate to higher certificate.

It is noteworthy that Dr. Petch completely rejects the accrediting system and makes the statement that it has been discredited in the places where it has been introduced. From inquiries I have made from principals of schools who have operated in places where there is an accrediting system in force I have found that these people entirely agree with Dr. Petch; in fact, the principal of one of our leading schools told me that the accrediting system in operation in New South Wales is completely unsatisfactory.

It is also noteworthy that Dr. Petch is at loggerheads—if I can use that term—with the report on secondary education prepared in 1963 by our own Education Department. The inference from page 22 of that report is that the members of the committee were in favour of abolishing the Junior Certificate altogether and replacing

it with a certain type of student's cumulative record of achievement, and by that I presume the correct interpretation of it would be some form of accrediting based on the boy's achievement in the school. So there members can see we have one view and yet another view.

There is some criticism in the community of Dr. Petch regarding his method of obtaining his information. However, I do not know whether that criticism is valid. Dr. Petch was brought out here by the University as an experienced educational or examination administrator—he was one of the most experienced in the United Kingdom—to have a look at our examination system and to make comments on it. He was not brought here as a Royal Commissioner to examine the entire educational system of Western Australia. Therefore I doubt very much the validity of that criticism. Nevertheless, I am told by representatives on the Public Examinations Board that the implementation of Dr. Petch's report is delayed because of the delay in the University on the question of matriculation.

The next report which I have—and I must confess I have not had the time to study it, and I have only the first two volumes and I am still awaiting the third volume—is the Martin report on tertiary education. As I said, I have not had the time to study it and consequently I do not propose to make much comment on it except to say, particularly in view of the answer the Premier gave this afternoon to a question asked by the member for Perth, it is estimated that by the year 1975 the total number of students requiring tertiary education in Australia will be treble what it is today.

I do not know how that affects the necessary acres required for the University and the necessary car parking facilities required in the Nedlands electorate. However, it would seem to indicate that a few more acres will be needed for car parking facilities. That is by the way; but, as I mentioned, I read in the Martin report a comment on the uncertainty in Australia regarding matriculation standards.

The last report available to me, and to which I will make some reference, is the report on secondary education published by our own Education Department as a result of an inquiry conducted in 1962 and 1963. I think it is a great pity that the members of this committee of inquiry were so narrowly selected. I feel that the report might have been of much greater value had the committee been based on broader lines. Apart from two representatives of the parents and citizens' association, the entire personnel of the committee came from the State Education Department. The University was not represented and the independent schools were not represented.

It is true that certain people represented the State School Teachers' Union, but they were still officers of, or teachers in the employ of the State Education Department and, consequently, one must expect that such report would naturally find favour with the State Education Department which naturally could not be expected to criticise it. Also, it is unfortunate that the Director-General of Education was chairman of the committee. I cannot see how one could expect a searching inquiry into the workings and policies of a department if the permanent head of the department presides over the committee of inquiry. He would be a most unnatural being if he brought in a condemnatory report of his own life's work.

As a result I view this report with some reserve, particularly when I find that its views were contrary to the views of other people. I will return to this report later on in the course of my speech but I just make the comment that that is all I have been able to glean from public documents.

Over the years I have conducted many conversations with a large number of people connected with education in this State, both inside and outside the Education Department. I have also naturally talked to a lot of people not connected with education, but I do not propose to make any reference to anything that anybody has said to me which is not, or cannot be said to be, professional.

The people to whose views I propose to make some reference now are those who are actively engaged in the education of the children of this State. In repeating what they have said to me I do not wish to imply that I necessarily agree, or even that I disagree, with what they say. But I do bring the views forth, because I feel there is a great feeling of disquiet in the community today, amongst people who are connected with education, as to whether we are going in the right direction, or the wrong direction.

As a member of this House I can only say I would not know which way we are going, because it is very difficult to find out and follow what is said and issued. But suffice it to say that there are more people who are concerned with what is being done in our educational system than would appear from published statements. A lot of these people are in great difficulty, because in the first place a number of them work for the Education Department. Then again, a number of them run schools which are subject to inspection by the Education Department, and one cannot expect them to rush into newspapers and public halls and state publicly what they think. But these are some of the things that have been said to me from time to time: That our

teachers' training colleges should be completely revised; that they are not satisfactory in the present set-up; and that they are not proper tertiary education instructional places.

They have also been criticised on the ground that they produce a dangerous in-breeding in our educational system inasmuch as a large number of the students who enter them have been educated at the Government schools—not all of them have been so educated—and that all the instructors are people who have been trained in the Government schools. These people are trained in the service, they go out to the service, and come back as instructors to the training college. No new blood is introduced in the way of instructors at the teachers' training colleges, as at our University.

That is one of the criticisms offered; that we should have a system whereby lecturers at the training colleges should be people who come from all over the world and not merely from Western Australia. The second criticism I often hear offered is that we are serving up in our education system a uniform diet reduced to a common standard, which is not necessarily a high standard. In other words, we are apt to bring the brilliant student back to the level of the student who is nearer the bottom level than the top, and thus the brilliant student is not given the opportunity to develop himself to the fullest extent.

There are people in the community who say that the closing of the Perth Modern School was a retrograde step; that though the Perth Modern School would not have been able in the years to come to accept all the students that went through it, it should not have been closed down; rather should we have built more modern schools. This would have been better than closing down our highest secondary school under the control of the State Education Department.

A number of people have expressed to me great doubts about the system of automatic chronological promotion in classes. Again I would not be sufficiently knowledgeable to know whether this is right or wrong. There are people who have expressed to me concern at the difficulty in our Government high schools of providing an opportunity—and they say this does not apply to the independent schools as well—of a complete range of subjects according to the desire and needs of the parents of the students in the particular schools. It is pointed out that that is quite wrong.

There are people who wonder whether we are thrusting too much on to our schools in the social training of the children; and reference was made to sex education, and the like. It is asked, "Why should that be the problem of a school? Maybe it is a difficulty for the parent;

but why should it be inflicted on to the Education Department or any school administrator?"

I must also say that I have noticed a great inclination amongst some of our educationists to say to anybody from outside who happens to be a layman, "You keep out of this; this is our paddock, and we are the only people who can possibly understand this problem. You must not have any views at all." They then talk in platitudes, and still do not explain what they are trying to do or say.

It has been said by a very prominent educationist in this State that the Education Department preaches variety but practices uniformity. That, perhaps, summarises a lot of what I have said before. Many times we find suggestions coming forward—and they have come forward consistently over the last 54 years in this State at least—that the Minister should have an advisory committee to advise on educational matters.

Those are some of the things that have been said to me. I repeat what I said at the beginning, that I do not necessarily know whether they are correct or not; and I do not suggest that they comprise an exhaustive list. But it is something that we should think about. Out of this labyrinth there always emerges the suggestion of an advisory committee. It is somewhat significant that way back in February, 1911, the then Minister for Education when speaking on the debate on the University Bill said—

I may say in conclusion that one result I look for from the establishment of this university is the appointment in Western Australia of a Council of Education, composed of educational experts representing, not only the university and the State educational establishment, but also the private educational establishments. It will be able to advise the Minister for Education, the Government and Parliament in regard to educational matters. I hope on that council we shall have representatives of the Government, of the non-State schools, of the Education Department administrative staff, of the technical schools, and of the teaching staff of the department.

The following interested me—

I note in Victoria something of the same kind, after having been urged for some years by Mr. Tate—

Mr. Tate was the then Director of Education in Victoria—

—has been adopted; and by yesterday's mail I received a copy of a Bill that has just been introduced in Victoria providing for such a council. That council in Victoria is to consist of the Director of Education, Mr. Tate, as president, with three other members of his department, four representatives from outside schools, three

representatives from the university, three representatives of technical education, one of education in music, and five representatives of industrial interests, two at least of whom will represent agriculture.

I have not heard of such a council existing in Victoria today. It might be of interest to know what happened to the Bill and what happened to the council. We might then be able to find out whether the suggestion of an advisory council is such a good idea after all. The reference I have quoted can be found in Volume XL at page 3311 of *Hansard* for the year 1910-11.

It is also noteworthy that in England in 1944 two such committees were set up. That is all the information I have on them. Again, I would not know how they are working. In the 1963 report on secondary education produced by our own department it is noteworthy that such an advisory committee was suggested. It is rather interesting, and supports somewhat my veiled criticism of this report earlier, to see whom they suggested should be on it. They suggested that there should be six members from the community, two members from a panel submitted by the Teachers' Union; two members from the P. & C. Federation, and five members from the Education Department. The suggestion was that the director-general should be, *ex officio*, chairman of the advisory committee. There was no suggestion of a representative from the University or from industry; and no representative from the independent schools. This would mean that we would have an advisory committee which was limited in its outlook and knowledge.

If we are going to have such a thing as an advisory committee I feel it must be a proper advisory committee covering the entire field of education. I do not propose to be so stupid as to suggest what I think should be done, because I would not know. I do feel, however, that the matters I have mentioned should be considered. I suggest that the Minister consider publishing a paper, though I do not know whether our Standing Orders would permit what is known in the House of Commons as a white paper. I feel it would be a good thing, however, if such a paper were produced setting out exactly what the department is doing, and what it plans to do in the educational field. Such a paper should be printed, published, and debated in this Chamber, because I do not think that members of Parliament can shirk their responsibility in this regard.

Alternatively, it may be an idea to have an advisory committee, though I would not care to reach a definite conclusion on such an advisory committee, until I had seen

a complete and detailed report of just what we are doing, and what we propose to do.

But if I were asked to hazard a guess as to who should be on the advisory committee. I would say that the following bodies should be considered for representation:—

- (1) University
- (2) Government schools—both primary and secondary

I would stress the primary school as opposed to the secondary school, because after all the primary school is so often forgotten. It is the basis from which the secondary school develops. The other bodies which should be represented are—

- (3) Independent schools
- (4) Technical colleges
- (5) Training colleges
- (6) Teachers' Union
- (7) Industries
- (8) Departmental officers as opposed to teachers of the educational service

It would be necessary to consider whether the committee should have a preponderance of departmental representatives or a minority of such representatives. Also possible representation would be—

- (9) Parents' representatives through the P. & C. and Parents & Friends' Association, and finally
- (10) The community at large

The community at large are the people who might be the jury and the representatives of the taxpayers who provide the finance for the whole set-up.

I do not suggest that every one of these bodies should necessarily have representation, or that every one of these groups should have representation, but I do suggest that they are people who should come under consideration, and we should decide whether it is desirable that they be represented on an advisory committee.

The advisory committee should be broadly based, and should cover the entire gamut of education. In conclusion, might I say that the future of this country depends on just how good or how bad our education system is. The public is becoming more and more aware of the importance of that fact; and as the custodians of the education system, and of the community as a whole, this Parliament cannot avoid its responsibility. In the final analysis the decision must rest with Parliament.

MR. ROWBERRY (Warren) [6 p.m.]: At the outset I would like to offer my congratulations to the Premier on his completing 20 years of parliamentary representation. No matter what political ideology one subscribes to, the cares and

responsibilities and the hopes and disappointments are equally the same; and I think the eroding care of responsibility has taken quite a toll of our Premier over the years he has held that office. I will say this much for him: He has not allowed the fact that he is a parliamentarian to interfere with the fact that he is a gentleman; and I think that is something all parliamentarians could copy.

A discussion of the Estimates which deal with the income and expenditure of the State gives members of Parliament an opportunity to tear to pieces the methods of obtaining this income; and in so far as it affects members of the community whom we represent, it also gives members of Parliament an opportunity to go cap in hand to see their electorates get as much of the income as possible.

In a discussion of this kind we can speak on many things. In fact, the other night the Premier suggested that we speak at too great a length—that we endeavour to say in an hour what could easily be said in half that time. Even *The West Australian* in a sub-leader suggested to members that there are better ways of serving one's constituents than making speeches in Parliament. But it must not be forgotten that the object of Parliament; that the basis of Parliament; that the origin of Parliament was for the purpose of making speeches. Therefore I would hate to see any change in Standing Orders that would prevent a member of Parliament from standing up in his place and having his say.

I imagine that a lot of the work in Parliament could be expedited by members themselves. It is not that we want more Standing Orders, but that we want more attention given to the Standing Orders we have—a few of the essential ones. I would like to add this while talking about the business of Parliament: It is not the length of the speeches that sometimes irritates—not the length of the speeches by members who are on their feet that irritates—it is the length and strength of the speeches that members make while sitting down that adversely affects Parliament.

Mr. Brand: You are so right!

Mr. ROWBERRY: During question time and before question time when regulations and so on are being placed upon the Table of the House and when many things concerning one's electorate are being tabled, it is sometimes impossible to hear what the Minister is saying because of the action of members. For the few seconds that prayers are being said there is dead quiet in the Chamber, but immediately prayers are finished, pandemonium breaks out and it is sometimes impossible to hear from my position what Ministers are saying in answer to questions and when laying reports on the Table of the House.

I mention this fact, not in the hope that anything better will occur in the future, but to suggest that it is up to members to better the atmosphere of this Chamber. This is something that lies in the hands of members and it is their responsibility. I hope, Mr. Chairman, you will not think I am preaching to you.

Mr. Hall: I was wondering whether you were.

Mr. ROWBERRY: It is sometimes necessary to draw attention to these things. Members who indulge in conversation do so very audibly. Why it cannot be done in a whisper beats me. Those members protest volubly when something is being said to which they want to listen, but cannot hear because of the conversation that is going on in their immediate vicinity. Some members do not know how to even whisper.

Mr. Jamieson: I hope you are not casting a reflection on the Chairman of Committees.

Mr. ROWBERRY: I have already told him that this is a time when we talk of many things—ships and sails and sealing wax, and cabbages, and kings. We can run the gamut of things that have been concerning us. I am not the only one who is perturbed by this sort of thing.

During this session quite a number of questions have been asked by various members—the member for Wembley, the member for Balcatta, and another whose name eludes me—on the qualifications required before young girls are accepted for training in the nursing profession. In my opinion, this is depriving us of very many excellent nurses; and I am not alone in this opinion. I have discussed this matter with professional nurses and with people who have an intimate knowledge and association with the nursing profession, and they described the position to me as a sort of intellectual snobbery.

If we were to go through the qualifications of the persons who hold high administrative offices in the nursing profession in this State—matrons, assistant matrons, sisters, tutor sisters, and the like—I wonder how many we would find that possessed higher education certificates and qualifications. Yet they are in a position where not only do they administer the whole of the nursing affairs of the State, but they determine what shall be the qualifications of the people who are going to follow them.

I maintain that if it is necessary for young persons to have these qualifications before being considered for entrance into the nursing profession while the present incumbents of high positions have not got them, then there is something entirely illogical in the position. There is something entirely dangerous in the position, because if it is necessary for the prevention of mistakes or for the proper care of our sick that

the girls should have these qualifications, then the persons in high positions should not be people without the qualifications.

There is something wrong if on the one hand qualifications are not necessary and on the other they are. We should dispense with all people in the nursing profession who are not in possession of these qualifications. Surely that is fair. It is more important that the big tall poppies should have higher qualifications than the little persons who only work under direction at any time, because a nurse works only under direction.

The essential qualifications for nursing, as the member for Wembley has pointed out, are humane qualifications and the qualifications of temperament, of attitude, and of a great desire to be a nurse. The latter is the most essential qualification; and if a person has developed a desire to be a nurse, then surely she has within her make-up the humanitarian qualifications which will make her a successful nurse. Then there are the questions of compassion, compatibility, and understanding—especially understanding. These are more important than any academic qualifications.

I previously said practically the same thing about the academic qualifications required for a person to become qualified as a pharmaceutical chemist. Exactly the same thing obtains there. If a lack of academic qualifications is going to deprive the community of excellent nurses, then the time has come when there should be some give and take in this matter.

I do not deny that certain academic qualifications are required for nursing; but, after all, it would be easy and better for the highly-intellectual persons desiring to follow this profession if they went on and became qualified as doctors, rather than qualified sanitary inspectors, because that is practically all a nurse is in her first year or so. She is concerned with bed pans and the like; and it does not take a highly-educated person to do that. However, it requires a person with compassion, compatibility, and understanding to care for members of the human race who are lying helpless in bed and who are suffering. Therefore I would say that of all the qualifications listed as being necessary before a girl can be accepted as a nurse some are, in my opinion, quite redundant; and that opinion is shared by many experienced nursing sisters.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. ROWBERRY: During the weekend I read in a newspaper that a Russian writer visited the south-west, and one of the observations he made when he returned to the metropolitan area was that money was going up in smoke. He referred, of course, to the huge heaps of sawdust which are continually burning in the summer at some of the sawmills.

This matter is one which has exercised my mind for a long time. I remember in the early 1930's bringing it to the notice of the then Premier and asking whether something could be done about it. My interest in it was not financial or pecuniary; I was interested in doing something about the sawdust heaps from the point of view of health, because the whole of a mill town would be drenched with sawdust smoke in the beautiful summer months.

This problem has existed ever since saw-milling began in this State. I do not know what is being done about it, but the journalist is certainly telling the truth when he says money is going up in smoke. Some mills use the waste timber, because some of them use it for generating steam for power purposes, and they feed it to the boilers. By this means the loss to the State, and to the people who exploit our timber resources, is lessened. But I think more could be done by the companies that have the privilege of exploiting the timber areas, or by the Forests Department, or the C.S.I.R.O., or all of them, to discover some better ways of disposing of this valuable waste so that it would be of benefit to the State, than by just sending it up in smoke.

This Russian said, and I say he said truly, that the sawdust could be made into fabric boards and furniture. I believe that any country less lavishly endowed by nature would be doing something about this matter. It was hoped, I think, when we got the great overseas firm of Hawker Siddeley that it would, because it is such a great engineering manufacturing complex, devote itself to derivatives from timber and not only exploit the timber in its raw state. Unfortunately this firm has even failed to live up to its obligation of exploiting the timber in its raw state, let alone doing something about secondary industries to look after what is now waste.

In this connection I want to make some remarks to the Minister for Electricity who, in answers to questions I put to him concerning the possibility of installing electricity at Northcliffe, said the commission was negotiating with the owner of the mill to see if the owner could be induced to make use of the commission's electrical power instead of generating its own. If the owner agreed, what would happen to the sawdust heaps that are now being used to feed the boilers to generate the steam to give the mill its power?

I have had consultations and correspondence with the former owner of the mill at Northcliffe—the Kauri Timber Company, which has now gone out of production and has sold the mill to Bunning Bros. It was said about the Kauri Timber Company that its fault was that it had too many chiefs and not enough Indians;

it had too many so-called efficiency experts—so many that efficiency went out of the business altogether.

The point I am trying to make is that the present owner says that until such time as the State Electricity Commission can offer it better and cheaper terms for producing power than it now has by using the waste wood and sawdust, it has no intention—or so the owner said when I was last in touch with it—of doing anything in the matter. In fact it has been estimated that the changeover from steam power to electric power would cost at least £50,000.

This represents a considerable expense; and we could not expect a firm which indulges in private enterprise for profit to make a change simply because it is going to be of public benefit; and we would not expect the mill owner to do that. So I think the Minister is being fed somewhat erroneous information from his commission when he says that the commission hopes it will eventually persuade this saw-milling firm to use electric power instead of producing its own power from what is now waste.

It is disgraceful that so much money is going up in smoke in the south-west. If fabric boards and furniture could be produced from sawdust, it would be an added incentive to make up the extra cost of installing electricity; and I have been informed by responsible engineers that once electricity is installed the annual cost is much less.

So I say the Forests Department, together with the C.S.I.R.O. and the private firms—and the private firms should have some responsibility in this connection, because it should be part of the terms of their lease to extract the fullest value from the economic production of timber—should do something to enable the saw-mills to do away with burning waste to the extent of nearly 40 per cent. of the value of each tree; and that is something we cannot look upon with equanimity.

There is another point, too; namely, that some of the timber that is being burned is being burned just for the sake of expediency; because it is the easiest way to dispose of it. This timber could be freighted to the metropolitan area and thus could considerably reduce the price of timber and firewood here. In fact, it would be much better used if it were burned in grates, fireplaces, stoves, and suchlike, for human benefit than merely being burned in heaps.

I hope the commission is not waiting until the mill owner cares to take electricity before it will consider the possibility of giving the Northcliffe people electric power. After all, the people who live in the outback of the State are surely—even in the name of this word “decentralisation” about which we hear so much, but about which so little is done—entitled to consideration.

Those people who elect to live in the far-flung centres and so contribute to the economy of the State, and earn their own livelihood, are entitled to every consideration. If there is a question of priority—and mostly it is a question of priority and availability of funds—then I think the far-flung centres—those most distant from the metropolitan area—should have first call.

Another centre in my electorate that has a grievance, about which I recently asked questions, is Walpole. The farmers there have for some time been trying to be served with artificial insemination—at least they want artificial insemination for their herds. They have been pushed aside by the research station at Wokahup, because the answer given to my question was that it would cost too much. Just exactly what this means I am at a loss to understand. Here we have a centre which is at the most southerly point in my electorate, and probably one of the most southerly points in the State. It is very far removed from the metropolitan area and its amenities, and the farmers are desirous of building up their butterfat production by cheaper and more efficient methods of increasing their herds. But I was told the reason they cannot be served by artificial insemination is because it is too costly as they are too far away.

We are hopeful that by a process of keeping the semen they will be enabled to have this service in the near future. I point out that the research station, where the bull from which the State is served with artificial insemination is kept, is right in the heart of the whole-milk country. Now, whole-milk producers receive something like double the price that the producers of milk for cheese and butterfat receive. The last figures I had—and they are not up to date—show that the whole-milk producers receive 3s. 8d. as against the 2s. received by the producers of butterfat and cheese. Here we have an illustration of the fact that to those who have shall be given, and to those who have not shall be taken away, if such is possible.

Mr. Lewis: What are you suggesting—that the department establish a second research station or an artificial insemination centre down there?

Mr. ROWBERRY: No; I did not suggest any such thing.

Mr. Lewis: You said it was in the centre of the whole-milk district.

Mr. ROWBERRY: I am merely suggesting that it compare the costs of giving this service between one district and another. The reason the dairy farmers do not enjoy the benefit of this service in my district is that the cost of

supplying it over a distance to the research station at Walpole is too great. That is one of the reasons advanced by the department.

Mr. Lewis: I would not be too pessimistic about it.

Mr. ROWBERRY: It could be true, but I envisage the position in this way: The establishment of this research station to render the service of artificial insemination was started with State funds for the benefit of the State as a whole and not for any particular portion of the State. It was not intended to base the normal costs on that portion, but on the whole of the State. We should not say that the cost is so much for artificial insemination in the whole-milk area, and so much in the Walpole area, and because it costs a great deal to supply it to those in the Walpole area they should not get it. That is absolutely unfair.

This research station was established with State money to give a service of artificial insemination for the dairy farmers of the State, and the cost of that service should be distributed over the whole of the State. No portion of the State should be singled out for exclusion from that service because the cost of providing the service of artificial insemination to that centre is too great.

Mr. Lewis: The industry itself finds the fees, of course.

Mr. ROWBERRY: Yes; that is so. But the industry itself, according to the balance sheet, showed only a slight working profit of £800 last year, thus indicating that the industry itself is paying its way. This could be the carrot which the officers conducting the research station are chasing. Having established a profit in conducting the service in certain areas they are chary and loth to extend it into other areas in case they do not show such a good return. I do not think the idea in the first place of allocating that money was for the purpose of making a profit.

Mr. Lewis: I would not be too pessimistic about the supply. The whole of this artificial insemination service is being closely looked at by the Minister for Agriculture at the moment. The matter has been awaiting his return so that he could make a decision on it.

Mr. ROWBERRY: I am very pleased to hear that. It could be that if I had been complacent about it and had not brought pressure to bear, the Minister would reflect that attitude; that is, he, too, would become complacent.

Mr. Lewis: The Minister is not complacent at all. He was studying this question before he went abroad and he gathered further information on it during his trip.

Mr. ROWBERRY: I have been looking at the question for quite a while and I am pleased to know the Minister is interesting himself in it. That is what I would expect him to do after the way I have hammered him about it.

Mr. Lewis: The Minister had it in mind in any case.

Mr. ROWBERRY: No Minister is altogether altruistic.

Mr. Lewis: I am telling you that this is a fact.

Mr. ROWBERRY: That is very good news. It is very interesting to know that these people are at least to be considered. I do not know why they could not be supplied from that source. If the research station is too far away it is obvious that a station more centrally situated is required. That should be done in fairness to everybody in the industry. If this were to entail any extra cost it should be borne by the people making the extra profit and not by those who are making a lesser income. This is the point I wanted to make.

There is also a great desire on the part of dairy farmers and potato growers around Manjimup to have a research station established at that centre which will truly reflect the agricultural capacity of the district. The research station at Manjimup was established in the first place to conduct research into tobacco grown in that district, but the area on which it is situated is not suitable to conduct research into dairying pursuits; the growing of potatoes; or into orchards, which is the main source of agricultural production in the area.

This is another viewpoint or growing demand by the producers in that district which will have to be investigated.

I commenced by saying that speaking on the Estimates gave members an opportunity to urge the Treasury to find more methods of obtaining income, and also gave them the opportunity to put forward pleas to ensure that their electorates received a reasonable share of the distribution of that money. I now want to point out a curious anomaly in our economy. A few years ago, when labour was not so scarce, and the economy of the State was beginning to show signs of brightening, I can recall the Minister for Railways and Industrial Development encouraging manufacturers, industrialists, and exporters to develop a killer instinct; to go out and get trade; not to be deterred by any consideration whatsoever. These methods were implied in the very succinct phrase "the killer instinct."

Now that conditions have changed slightly and labour is scarce in this State, so that the price of labour, according to the law of supply and demand, should rise, we have the Minister for Industrial Development saying, when opening a meeting of the Western Australia Federation of

Commerce at Busselton recently, "Cut-throat methods could not succeed". Apparently we have turned a full cycle. A few years ago the Minister was advising manufacturers and others to develop a killer instinct to encourage trade, but now he has seen the error of his ways—or has he?—and he says, "Cut-throat methods could not succeed." At the opening of this meeting he went on to say—

The overall problem would not be solved by little people pushing their own barrows to make a few pounds.

This is a little different to what he said a few years ago to our manufacturers. I cannot understand why people who have a certain commodity to sell in the community must go to a court, to a board, or to an authority before they can have the price of that commodity increased, while others can indulge in any price-raising which suits their purposes from time to time.

I refer to the fact that before wages can be increased it is necessary for the representatives of workers to appear before an industrial commission and produce facts and figures to prove that wages and salaries should be increased. In that instance we have the curb of the commission on any such approach. But on prices for commodities, services, and everything else except labour—and when a man is selling his labour he is selling a commodity in exactly the same way as the other man—there is no curb whatsoever, and I think the time is ripe with advantage to everyone concerned, for us to establish a price-fixing commission similar to that which we used to have in this State.

I believe that if such a commission were established it would fix charges automatically, because there is no doubt that it could be argued very successfully that it is the price of commodities which causes wages to rise. So in my opinion, in order to be fair to everybody concerned, if it is fair and just that wage and salary earners should be required to present a case before a court or commission to prove their circumstances are such that they are entitled to a rise in wages, then before prices are permitted to rise the same procedure should be followed.

I know we will be told all sorts of stories that there will be a spate of blackmarketing and also other fear-raising stories to prevent people doing that, but I am convinced that such a move will occur of its own volition, if not brought about compulsorily.

Before concluding, I want to make this comment: I took members to task by reminding them that the conduct of the business of this House was largely in their own hands. In doing that I was taken to task for casting a reflection on the Chair. It was not meant as a reflection on the Chair. I would remind members that the Speaker in his remarks in the

House a few days ago said that the conduct of the business of the House and methods for its improvement lie largely in the hands of members themselves. Because of that I took members to task and reminded them—even though I am only an ordinary member—that the dignified and orderly conduct of the House rested in the hands of members themselves.

MR. GRAYDEN (South Perth) [8.1 p.m.]: I take this opportunity during the debate on the Annual Estimates to touch on one aspect of town planning. I preface my remarks by saying that statements made by a senior officer of the Town Planning Department to a conference of engineers held earlier this year at the University aroused serious misgivings in the public mind. In my view those statements raised justifiable doubts about the efficacy of the town planning methods adopted in Western Australia.

After reading the comments made by that officer, it would seem to me that it is almost as though we have town planners and others in Western Australia whose main purpose is to devise ways and means of despoiling our natural attractions and our recreational areas. To digress for a moment, may I refer to King's Park. I cannot attribute this aspect to the Town Planning Department, because the park is controlled by the King's Park Board. Every time I go to the park I become increasingly appalled at what is taking place. I agree, of course, with much of the development that is going on; for instance, the establishment of a botanical garden. However, I am horrified to see the manner in which large areas of the bush are being hacked away to provide vistas. I am horrified to see the continual enlargement of the car park there. There seems to be a tendency for the board to pour on bitumen in King's Park wherever it possibly can. It will not be long, at the present rate of development, before King's Park will become a network of roads lined with trees; in other words, it will simply become a glorified St. George's Terrace. That is the position which will eventuate if development is continued along the present line.

I now turn to the river. It seems that some people in the community have a passion for pushing sand into the river. Western Australians have long been known as "sandgropers". We seem to be aptly named, because many people in our community, if there is any sand about, cannot rest until they have pushed it into the river.

As a consequence of the comments which were made by the Town Planning Department it would seem that it is now turning its attention to the beaches which are in reasonable proximity to Perth. Let me refer to what the particular officer of that department said, in order to refresh the memory of members. His comments were

published in *The West Australian* of the 6th April, 1965, under the heading of, "Engineers told of plans for Kwinana extensions." The newspaper report states—

A 20-year scheme to make Kwinana the centre of a big exporting complex of industries was outlined yesterday to the conference of the Australian Institution of Engineers at the W.A. University.

Mr. H. C. Morris, senior engineering planning officer of the W.A. Town Planning Department, said that when the Fremantle inner harbour was fully developed, new berths would best be sited on Cockburn Sound between Rockingham and the BP refinery.

Further on in the report this officer went on to say—

According to long-range department plans, a mile-long causeway would be built from Point Peron to Garden Island. This island could be turned into a harbour and industrial site.

The Town Planning Authority was considering reserving land south of Rockingham which could be needed for road and rail access to the island.

Point Peron would stay a recreation reserve, but the island's protected shores, deep waters, good anchorages and virgin land suited it for industry.

This was a statement by a senior officer of the Town Planning Department to a conference of engineers. He went into great detail to describe what the department had in mind, not only in respect of the Kwinana area, but also of other areas, such as Point Peron, Rockingham, and Garden Island.

Immediately following the publication of that statement, the Premier repudiated much of it. On the 7th April in *The West Australian* we find a report headed, "Government Plan for Cockburn not Fixed, says Brand." The report goes on to state—

Premier Brand said yesterday that there was nothing definite about the long-range scheme for development of the Cockburn region outlined by the senior engineering town planning officer, Mr. H. C. Morris, on Monday.

Further on, the report states—

Mr. Brand said that Mr. Morris has projected his own ideas for the possible future development of the Cockburn area. These had not been endorsed by the Government.

Even allowing for rapid development, some of the proposals were a long way off.

Garden Island

This particularly applied to the use of part of Garden Island for industry and harbour facilities.

The government had made no final decision on the future of the island, which was still held by the Commonwealth government.

The report then pointed out that the Town Planning Commissioner (Mr. J. E. Lloyd) said that all parts of the metropolitan region, including the Cockburn area, were under constant study by his department.

The Premier repudiated, up to a point, the statement which had been made by a senior engineering officer of the Town Planning Department, and pointed out, quite rightly, that was not the intention nor the decision of the Government.

The point which concerns me is that here is the Town Planning Department busily engaged in formulating plans to despoil the swimming beaches which are in reasonable proximity to Perth, and deliberately planning to use them for industrial purposes, when the opposite should be the case. Surely such a department should be assiduously planning, as far as possible, to preserve these beaches as a heritage for Western Australians. Surely it should be concentrating on decentralisation.

The department is doing shocking things from a town planning point of view. It is virtually advocating the ribbon development of our beaches for industrial purposes. We know what is being done along the highways, such as Canning Highway, where a form of development, known as ribbon development, is being undertaken. Town planning officers are opposed to such development, because ribbon development means the establishment of shops on either side of the highway, and such development does not permit the future widening of highways. It causes all kinds of traffic hazards, because the cars stop along the highways and the people make purchases at those shops.

The Town Planning Department wants shopping areas to be located off highways, and in this respect it will not have a bar of ribbon development; yet in respect of industrial development it advocates ribbon development of our beaches. It wants to see an oil refinery established in one spot along the shoreline, a steelworks at another spot, and some other industrial establishment at a further spot along the shore—development virtually extending from Fremantle to Point Peron, and even across the water to Garden Island.

What a shocking thing for the Town Planning Department to advocate, particularly when we bear in mind that these are sheltered waters eminently suitable for swimming! It is an area which has become the playground of hundreds of thousands of Western Australians. Yet the Town Planning Department has advocated this type of industrial development there.

What it is doing is shockingly short-sighted, because in 20 or 30 years' time all the available beaches in the area to which

I am referring will be taken up. At that point development will have to be extended into the hinterland and there will be need for access to ports. Originally it was the idea to extend Fremantle Harbour upstream, and later on out into the ocean, while at the same time using the marshalling yards at Welshpool for storing and despatching goods, because it was realised that in Fremantle there was insufficient space.

There is unlimited scope for extending the Fremantle Harbour seawards. Development can take place either northwards or southwards. In 1948 the Government of the day went to great lengths to obtain a report on extensions to Fremantle Harbour. Colonel Tydeman submitted a most comprehensive report, and one of the points he made appears in paragraph 35 on page 20 of that report, which states—

Upstream v. Seawards Scheme.

Port extension sufficient to last Fremantle for several centuries is possible in the immediate vicinity of the existing Inner Harbour, either:—

- (i) Upstream, and/or,
- (ii) Seawards.

That is an extraordinary statement for a leading authority on ports to make. After an intensive investigation he was able to indicate in his report that port extension sufficient to last Fremantle for several centuries was possible in the immediate vicinity of the existing inner harbour either upstream or seaward.

He then went on to compare the economics of upstream development and seaward development. He said there was no difference in the choice, on grounds of economics, of expanding in a major way either seawards or upriver; and went on to give the comparative costs of major schemes illustrating such expansion. The report is full of statements of this kind.

So we see we have ample scope for developing our harbour at Fremantle, yet our Town Planning Department has stated that when the inner harbour is fully developed it will think in terms of Garden Island. I will repeat the statement Mr. Morris made before the conference of engineers in April—

... when the Fremantle inner harbour was fully developed, new berths would best be sited on Cockburn Sound between Rockingham and the BP refinery.

A moment ago I said Garden Island. I correct that. Later on, Mr. Morris, senior engineering planning officer of the W.A. Town Planning Department, did make reference to Garden Island as follows:—

According to long-range department plans, a mile-long causeway would be built from Point Peron to Garden Island. The island could be turned into a harbour and industrial site.

I find this extraordinary. Here we have at Fremantle all the facilities and opportunities in the world for the extension of the harbour at a low cost, to last several centuries; and yet the Town Planning Department is busily engaged trying to establish a harbour on one of our finest beaches and thinking of going even further and despoiling Garden Island. This is unbelievable and it is time the Government stepped in and did something about it. It would seem that the Government has no firm overall policy—

Mr. Hawke: Hear, hear!

Mr. GRAYDEN: —in respect of town planning. If the Government has a policy I believe it should make it public.

Mr. Rowberry: It should tell the town planning people its policy.

Mr. GRAYDEN: If it has no policy, I believe it should arrive at one at the earliest possible opportunity without further delay. This is the first thing that is required.

Mr. Bovell: Garden Island is under the jurisdiction of the Commonwealth, of course.

Mr. GRAYDEN: At the moment it is; I appreciate that.

Mr. Bovell: As far as I know it is going to be a long moment, too.

Mr. GRAYDEN: Yes. The Town Planning Department is looking beyond the time it belongs to the Commonwealth. There has been a lot of talk in the last few years about its being returned to the State.

Mr. Bovell: The Commonwealth has no idea at present of returning it to the State.

Mr. Hawke: That is at the moment.

Mr. GRAYDEN: I am pleased to hear that because it means we have a temporary respite. I was saying that if the Government has no policy, it should arrive at one and that is the first thing required if we are to arrest the alarming proposed encroachment of our recreational areas.

Secondly, the Government having arrived at a policy that will ensure the preservation of such areas, the Town Planning Department should be given a clear direction as to the principles by which it must be guided and the bounds within which it must confine its activities. Such a policy should provide for decentralisation as a major feature; and, secondly, it should provide for the preservation as far as is humanly possible of our beaches, waterways, reserves, and scenic attractions.

I believe further that such a policy would, in addition to achieving the objectives I have outlined, establish what would possibly be—for want of a better term—a Kwinana line. We have heard a lot in the past about the Brisbane line and I suggest it is time we in Western Australia had a Kwinana line beyond which in a southerly direction industry could not go.

Mr. Rowberry: What about decentralisation?

Mr. GRAYDEN: We already have on our Statute book the Swan River Conservation Act under which no resumption or filling in of an area greater than 10 acres of the Swan River shall be undertaken until the consent of both Houses of Parliament has been given. I understand from this morning's paper that consideration is being given to introducing a Bill—notice of which may have already been given—to amend that legislation to provide that reclamation of any area of the river must come before Parliament. That is a move which I know members on this side have discussed and I know that many members on this side would favour such legislation, not necessarily now, but certainly at some time in the near future.

Mr. Jamieson: When it is all filled in!

Mr. GRAYDEN: The point I want to make is that if we legislate along those lines it will be a simple matter to legislate for a Kwinana line to prevent industry going south as is contemplated by the Town Planning Department. This is imperative because we have reached a stage where the Government and Parliament should do something to ensure that town planning in Western Australia is based on sound lines.

I do not know what they do in the department. It would appear to me that they have no overall policy at all. They decide from day to day what they are going to do. They change their minds as frequently as some people change their shirts.

Mr. Gayfer: Once a week?

Mr. Hawke: Waste of soap!

Mr. GRAYDEN: The Government has to arrive at a policy and give the Town Planning Department very firm instructions as to principles it must follow and the bounds within which it must confine its activities because otherwise all our beaches in Cockburn Sound will be despoiled and when people want to swim they will have to go to Safety Bay and beyond. What a ridiculous situation that would be! In this State, and particularly in Perth, we have our wonderful climate, a beautiful river, a park known throughout the world, and beautiful beaches; and yet authorities in the State are going out of their way to despoil each and all of them.

Mr. Hawke: It is becoming clear why the Premier did not put you in the ministry.

Mr. Brand: I think abundantly clear.

Mr. GRAYDEN: It is about time something was done to concentrate on things—

Mr. Hawke: The member for South Perth would not be a yes man!

Mr. Brand: Quite true!

Mr. GRAYDEN: —urgently required which will be of material benefit to the State, rather than make plans which under no circumstances could be acceptable to Western Australians.

I only rose to speak because I am perturbed about the situation. I will leave the other matters in which I am interested until the various items.

Mr. Hawke: Hear, hear!

MR. TOMS (Bayswater) [8.24 p.m.]: It is most refreshing to hear a Government member express concern. For some time now I have been expressing concern about something which I feel is of much greater importance even than our Swan River; and that is, the young people of this State.

Even though the member for South Perth did almost come to earth he was close enough to the edge of the rink to grab that rail at one stage during his speech.

I want to touch now on a matter with which I am deeply concerned and one which I feel is of utmost importance to our future Australians and particularly our future Western Australians. To me it is most regrettable that the Government has a happy knack of turning somersaults and in connection with land it has turned what I consider to be a complete somersault.

Members of this Chamber are well aware of the credence I have for a long time placed upon articles appearing in *The West Australian* and it is possibly going to be a little surprising to members tonight to hear me quote rather extensively from that particular paper.

I would like first of all to indicate that in the great leap forward we are making now we are losing touch with the ordinary people. We are getting used to banner headlines in the Press which, in fact, are not based on reality. I draw the attention of members first to the following headline, which sounds very good. It appeared in the Press on Wednesday, the 31st March this year:—

Government Puts Brake On Land Speccking

I will not read everything from that article, but will quote from a feature article which appeared in the same Press. I believe what this article contains is laudable if it had been carried out. The article reads—

Soaring Land Price Problem

Premier Brand announced earlier this month the Government was examining the problem of rising residential land prices.

It was the first indication that the Government is concerned at the spectacular rise in land prices.

A growing number of young married couples are finding it increasingly difficult to pay the inflated prices now demanded for even mediocre home sites.

The most ironical aspect of the home-seeker's dilemma today is that there is no shortage of land in Perth.

Conservative estimates put the number of vacant subdivided blocks in the metropolitan area at more than 20,000—enough to satisfy the building demand for the next five years.

And land is still being sub-divided at a faster rate than it is being built upon.

Land prices have completely outstripped other living costs in recent years.

In the early postwar years a good block in Melville could be bought for less than £100. Today the same block might bring more than £2,000.

I thought that "might" was very well placed there. To continue—

Even six years ago it was possible to buy a good home site in Morley for £200. Today few blocks there are available for less than £1,000.

As long ago as July last year Town Planning Commissioner Lloyd said land was being subdivided at a much faster rate than it was being built upon.

He blamed land speculation and land investors for this. And he said if he had the staff a full study could be made of the situation.

The *Daily News* of the same day had the headline "Government Say Speculation on Land Must Stop." On the 1st April it was followed up by an article dealing with the dangers in rural land policy; and in *The West Australian* of the 1st April it was followed up by an article dealing with the dangers in rural land policy; and in *The West Australian* of the 1st April was an article, which reads as follows:—

The move is the second in recent weeks involving land in the metropolitan area.

On March 19 Premier Brand announced that the government was making a survey of urban land as part of a study of the problems raised by the high prices of residential blocks.

The survey will have added importance in the light of the government's latest move because money marked for investment in the rural zone is now likely to be channelled into urban land.

This could have the effect of raising the price of residential land and increasing speculation.

The public was filled with this sort of propaganda for quite a while. However, on the same day on which the previous article appeared, we had the reaction of the land agents to the Government's proposed clamping-down on land speculation. Three gentlemen were interviewed and the opinion of one seems to have been the opinion of the rest. The article reads as follows:—

Land Agents Pessimistic on Reaction

Three of the main agents involved in the sale of rural land on the fringe of Perth said yesterday that they did not think the State government's move would stop speculation or check rising prices.

On the contrary, they foresaw accentuated price rises in rural and residential land.

Mr. I. A. Wilkins, of Hodd, Cuthbertson and North Pty. Ltd., said he was rather afraid of the reaction of the public.

He thought that the move could accentuate the price rise for rural land already sub-divided.

There was a definite demand for the land, and prices continued to rise.

We now jump from April to the 26th July when banner headlines appeared in the *Daily News* as follows:—

LAND PLAN MISFIRES

Government Scheme Won't Help Those Who Need it Most.

I think it is an interesting article and one which is worthy of quoting in full. It sets out very important facts, and is written by Keith Darrow. It reads as follows:—

The State Government's plan for selling a limited number of home sites at conservative prices will provide welcome relief to some potential home builders.

But it will NOT help those who need help most—the thousands of young couples who do not have £1,000 or more cash in the bank.

In this respect the scheme defeats its own purpose—ostensibly to assist those who have been crowded out of the land market by spiralling prices.

Under the plan the Government intends to release about 900 blocks over the next four and a half years at a rate of 200 a year.

The land is owned by the State Housing Commission in Churchlands, Woodlands, Dianella and Yokine.

Sites in these areas are currently being sold on the open market in the £1,500 to £2,000 price range.

Assuming that the Government is prepared to sell these blocks at one-third below current values, this would put the price of the cheapest blocks under the plan about £1,000.

This would be good value for the lucky recipients.

But the fortunate few are unlikely to include any of the needy.

The conditions laid down by the Government, linked with conditions imposed by lending institutions, will effectively rule them out.

Successful applicants for blocks under the scheme will have to:

Required

Submit plans and specifications approved by the local authority within three months.

Provide written evidence of the necessary finance.

Start building within six months.

Pay for the land within seven days of selection.

Occupy the house built and not sell or lease it for three years unless specifically permitted to do so.

There is obviously some need to guard against speculation in these bargain-basement home sites.

But how is the average person with limited finance going to pay outright for his block and start building on it within six months?

A survey of real estate agents shows that very few intending home builders can afford to pay outright for their block.

Most of them can raise a deposit of 15 or 20 per cent. of the land price and pay the rest off over three or four years.

Some can afford as much as £500 deposit. Above that figure the numbers dwindle.

An average person, then, with £500 in the bank, might secure a bargain block for £1,000.

Under the conditions laid down by the Government he has to find the other £500 within seven days.

This should not be too difficult. But another condition says that he must start building within six months.

He cannot go to a bank or any other lending organisation at the end of that time and secure another loan and perhaps a second mortgage for his house until his block is paid off.

An official of one of the leading banks said today that no bank or lending institution would advance a house loan without a clear land deed.

The position, therefore, is this; The young couple fortunate in having £500 cash when they started out would have to pay off the remaining £500 within six months.

Taking interest into account, this means they would be up for weekly repayments well in excess of £20 in order to clear the deed before the expiry date.

Initial Cash

And the smaller their amount of initial cash the greater their weekly commitment would be.

On the basis of information supplied by leading estate agents this means that the small income earner—the man who really needs help—simply cannot afford to enjoy the benefits of the scheme.

The Government could overcome the problem by allowing a reasonable time for repayment.

A scheme such as this should not be limited only to those with big savings in the bank.

After all the build-up on the way the Government was going to put a brake on land speculation, there appeared in *The West Australian* on the 31st August, the following article:—

Government Puts New Value on Land

Prices ranging from £1,775 to £2,000 have been put on the first 50 home blocks to be sold by the Housing Commission at Woodlands.

The valuations have been made by the chief valuer of the Taxation Department.

Under a scheme to make land available at reasonable prices to genuine home-builders, and to stabilise land prices the Housing Commission is to release 900 blocks in the next 4½ years. The blocks are in Woodlands, Churchlands, Dianella and Yokine.

Because of the valuations, the government has relaxed the conditions of purchase originally proposed.

Housing Minister O'Neill said yesterday that instead of cash within seven days the commission would now require a minimum 70 per cent. deposit. The balance, to be covered by second mortgage, would be repayable over five years with reducible interest rates of 5½ per cent. per annum.

The bond not to sell or lease the land within three years would be increased from £100 to £500.

This was because the valuations were regarded as well below current market prices.

[Blocks in the Woodlands area were being sold in June and July for between £1,500 and £2,000.

Selected blocks were available at higher prices.]

I think members will recall that in a previous article which I read it was suggested that the Government could possibly sell those blocks at bargain prices.

Dr. Henn: Don't you agree that these prices are reasonable?

Mr. TOMS: I am not agreeing with the way the Government has put this stuff over.

Mr. Rushton: Do you see any alternative?

Mr. TOMS: If the honourable member will just be patient I will get around to that. On the 1st September of this year, following that last article which I quoted, I asked the Minister for Housing a series of questions in regard to the Woodlands area, and he indicated that the land was purchased in August, 1950. The total area purchased was 318.5 acres, of which 80 acres are in the Woodlands district. That is the area which is up for sale.

The price paid for this particular land was £100 per acre. The charges on the land so far—and I take it that the Minister gave me the correct figures—amounted to £26,725, of which £20,725 had been incurred on improvements. Of the 80 acres, after providing approximately 35 acres from Woodlands holdings for schools, churches, recreational needs, drainage, provisional roads, as well as land reserved for a future highway, there was available for sale a parcel of 147 home sites.

I had read in an article that this land cost the Government about £500 to £700 a lot. If the answer to my questions are correct, the figure of £500 is very much in excess of the actual cost per lot—even allowing for school sites, church sites, and all the rest of it.

Mr. O'Connor: Who made that statement?

Mr. TOMS: I will see if I can find it here. The actual cost so far worked out on the figures supplied to me, still leaving the Government with school sites, church sites, recreational grounds, and all the rest of it, is approximately £236 per lot. And this is land which the Government is giving to the needy home builders—those urgently requiring homes—for £1,775 to £2,000 a block!

The Government had the cheek, way back in March, to say it was putting the brake on speculation. I say the land in this particular area was sold 12 months ago—and on the higher section—for £1,250; and that figure is in print, too. Yet, 12 months later, the Government is prepared to ask the price which the Taxation Department has worked out, and that is £1,775 to £2,000 a lot. This is to help genuine home builders! I say that it is not helping genuine home builders. It is creating what Sir Robert Menzies, at one time, led the public to believe did not exist in Australia: that is, class distinction.

I say that by placing such a high price on these blocks the Government is ensuring that only people from wealthy homes will eventually shift into those areas. It might be just as well, because no doubt the valuations will be excessive and the rates will be rather excessive too. The point is that the Government has claimed that it is putting the brake on speculation, when it is doing nothing of the sort but rather, as the agents indicated earlier, it is extending the impetus to this speculation which has been going on for many years.

I am wondering whether the Government is really sincere in its efforts to supply cheap land to enable people to build homes. The most important thing in this State, as we have seen reported in the Press over the last few days, is our population, and how can we have a happy and contented people if they are burdened with debt because of the high cost of building land? That only prevents young people from building homes for themselves and living as they would wish to live.

The West Australian did quote the question I asked, and there was also a comment in that issue of the 2nd September from the member for Darling Range. This is what the member for Darling Range is reported to have said, and did say—

Mr. Dunn (Lib., Darling Range) asked Mr. O'Neill if the commission intended to use land sales to raise funds.

Mr. O'Neill said it had never been commission policy to sell land to raise funds. The commission sold land to the public either as vacant blocks or with buildings. Land was always sold at value.

[The commission is to sell 50 blocks at Woodlands at prices between £1,750 and £2,000 for a residential block.]

I believe the articles I have quoted so far reveal that at least one member of the Chamber is concerned about rising costs, and I am wondering how long it will be before somebody wakes up to the fact that we are following very closely the pattern set by Melbourne and Sydney where, 11 and even 12 miles from the city, people find it impossible to buy a home site for less than £3,000. Will this mean that we will become a society where class distinction is rife? I believe that will be the effect. If we place such a terrific value on land in certain areas that we preclude the working class, as it were, and even the white collar workers, that can only lead to class distinction.

The Bayswater Shire was requested not so long ago to give consideration to having transitional homes for natives erected in its area. We do not believe in transitional homes. We believe that if the natives are to be assimilated they should be housed under the same conditions as the white people with whom they will come in contact. No-one has more sympathy for our

dark brothers than I have and I do not know why they should have to be housed under poorer conditions than white people.

In my view the Minister will have to give further consideration to this question and approach the local authorities on a different basis if he hopes to get any response from them in regard to it.

Mr. Lewis: The reason why they are placed in transitional homes is, of course, to educate them.

Mr. TOMS: I realise that; but why only write to the Bayswater, Belmont, and a few other out-of-the-way shires? Why not write to the shires in Nedlands, Dalkeith, and other places where there may be a few vacant blocks?

Mr. Jamieson: Resume land from the river for it!

Mr. Lewis: If there were any blocks in those areas they would be very costly.

Mr. TOMS: The blocks in Woodlands cost the Government only £236; and if the Government were honest about housing these people it could have used this cheap land on which it could have erected houses up to the value of £2,500 or £3,000.

Mr. O'Neil: Where did you get that price from?

Mr. TOMS: From the figures the Minister gave me in his answers to the questions I asked.

Mr. O'Neil: You worked them out, I suppose?

Mr. TOMS: On the figures the Minister gave me in his answers to the questions I asked.

Mr. O'Neil: Did you allow for the building of roads and the provision of reserves and open space and so on?

Mr. TOMS: The Minister had already done that. He also gave me a plan of a subdivision of the area—

Mr. O'Neil: That is so.

Mr. TOMS: —showing all the roads, reserves, and everything else. As the Minister said, 35 acres have been provided for school, church, recreational, and drainage sites, and subdivisional roads. Taking all this into account, the cost was £236 4s. on the figures given by the Minister.

Mr. O'Neil: Is that developed cost? Did you work out the cost of the roads, and so on?

Mr. TOMS: I asked the Minister—

Has any money been spent in improvements to the land in question, and if so, how much?

That was asked on the 1st September, 1965.

Mr. O'Neil: We hadn't built the roads then—at that date.

Mr. TOMS: Then you are doing fine! How many chains of road would there be? Even allowing for the roads which are there now I would say this land would not have cost more than £350 to £400.

Mr. O'Neil: You have not worked out the development costs of the blocks.

Mr. TOMS: If not, then the Minister did not give them to me.

Mr. O'Neil: Maybe you didn't ask for them.

Mr. O'Connor: They have just gone up £100 a block.

Mr. TOMS: Placing on these blocks the taxation valuation is only putting them out of the reach of the ordinary white collar worker, and forcing him to go into other areas. I had an approach from a chap the other day. For five months he had been trying to get a war service home block and he rang up at 4 o'clock on the Friday. The decision had not been made then to open the list on Monday. Yet a chap who rang up at 20 past four, and who had not bothered previously about doing something to get land, was able to go in on Monday morning and be attended to.

I am not blaming the Minister for this, as I have already explained to him. However, the chap who went in on Monday morning, after ringing up at 20 past four on the Friday, got land; whereas the other chap, who had been chasing a block for five months, missed out because he had rung up 20 minutes too early. He told me that because he had to pay extra for the land he eventually bought, over and above what the price of the other land would have been, he had to trim the amount he was prepared to put into a home by £1,000 to £1,500. I know that is not the Minister's fault, but that is what happened.

The fellows at the R.S.L. were advised and immediately they got on the phone and rang their friends. By about half-past nine on Monday morning all the land had gone and the war service people had open sesame to it.

However, I believe that what I have said about the price of land in this State should be given consideration because it could have serious consequences for the State. The high price of land is making it particularly difficult for young couples—ordinary working people—to buy blocks on which to build their homes.

Mr. O'Neil: I quite agree with you there.

Mr. TOMS: Then what is the Government doing about it? We saw headlines in the Press in March to the effect that the Government was going to put a brake on land speculators. But in September we find that blocks of land which the Government bought for about £100 an acre are to be sold for £1,700 to £2,000.

Mr. O'Neil: You read the article fully and you will see what was said.

Mr. TOMS: I have read it fully and I can appreciate that it came from the manager of the State Housing Commission. It is a typical manager's reply and one which I would probably write myself if I

were the manager of the State Housing Commission. However, that is not solving the problem. The Government, with the money it gets from the sale of this land, will build houses in other areas, but that is not the answer to the question. We claim to be a society free from class distinction, but with these ideas we are only building up a society in which there is class distinction.

Mr. O'Neil: You think we should have sold them for about £300 and then let somebody else make a thousand pounds or fifteen hundred pounds a block instead of selling them at the price we are and using the money to build houses elsewhere?

Mr. TOMS: The Minister should know by now that the statements he and the Government have made about genuine home builders being able to build homes in which to raise families, and do the things they want to do in particular areas, are not correct.

Mr. O'Neil: If we sold that land at the price you say it should have been sold for there is no guarantee that it would go to genuine home builders.

Mr. TOMS: Of course it would be difficult to place a condition on the titles, such as something to the effect that these blocks could not be sold for 10 years. But the Government could have done that had it really wanted to do so.

Mr. O'Neil: We made all sorts of conditions even under this arrangement.

Mr. TOMS: No sale for three years.

Mr. O'Neil: And a bond of £500.

Mr. TOMS: That is not a bad profit in three years. If a person wanted to make a profit out of it he would see a way out of the difficulty. However, on Friday, the 3rd September, a feature article under the heading "The Price of a Home," appeared in *The West Australian*, on page 4, and it reads—

Couples who build houses on the Woodlands blocks to be sold by the State Housing Commission could be faced with repayments of £7 10s. a week for five years and almost £5 a week for 20 years after that.

On top of that they would also have to pay rates and taxes of about 13s. a week.

These figures were worked out yesterday by Mr. L. J. Wearne, president of the Real Estate Institute of W.A.

They are based on the terms under which the commission is to release the land and on the average interest paid on housing loans.

It was announced on Monday that 50 home blocks at Woodlands would be sold by the commission for between £1,775 and £2,000 each.

The commission will require a deposit of at least 70 per cent. of the price of the land, the balance to be repaid over five years with reducible interest rates of 5½ per cent. per annum.

The commission is to release 900 blocks in the Woodlands, Churchlands, Dianella and Yokine areas in four and a half years. The scheme is aimed at stabilising land prices.

That almost makes me gulp.

Mr. O'Neil: The State Housing Commission did not make that statement.

Mr. TOMS: I did not say it did.

Mr. O'Neil: And neither did the Government.

Mr. TOMS: It is not bad summing up though, is it?

Mr. O'Neil: There was no statement that this scheme was to stabilise land prices.

Mr. TOMS: I am not trying to get the Minister annoyed. I only regret that he has taken over at a time such as this. I sympathise with him because he had hardly taken over when this cropped up—the sort of thing that I am attacking because I cannot see any fairness in it. I think it put the Minister in an invidious position.

Mr. Rushton: We have not heard any alternative from you as yet.

Mr. TOMS: Be patient.

Mr. O'Neil: I hope you read the rest of his statement because Mr. Wearne said what the land would cost somebody else who bought it under other conditions.

Mr. TOMS: I will if I am permitted to do so.

The CHAIRMAN (Mr. W. A. Manning): I suggest the honourable member continue.

Mr. TOMS: I would be delighted to do so if you would only stop the interjections, Mr. Chairman, because they are not really pertinent to what I have to say. To continue—

Mr. Wearne said that a £2,000 block, bought on the minimum deposit of £1,400 and financed over five years at the commission's interest rates, would involve weekly repayments of £2/2/11.

If a £3,500 house was built on the block—

I could hardly imagine a person building a house worth £3,500 on a £2,000 block.

Mr. O'Neil: I am a bit with you.

Mr. TOMS: That is why I say the white-collar worker could not possibly build on a block valued at £2,000. He would need to build a house costing £5,000 to make it worth while.

Mr. O'Neil: But the blue-and-grey-collar workers will benefit from the cash we get out of this.

Mr. TOMS: Are you going to put them in the metropolitan area or over the ranges! To continue with the quote—

—using the block as full deposit, the new owner could expect to pay a further £4/16/7 a week on the housing loan. This figure was based on the couple getting the £3,500 loan over a 25-year period with a reducible interest rate of 5½ per cent. per annum.

I think that would be about the lowest rate anyone could possibly get through a building society, as the Commonwealth Bank does not now provide the same amount of finance as it did previously for home building. I would say 6½ per cent. would be more like the rate of interest one would pay for the building of houses at the present time. To continue—

This brought the total loan repayments to £7/9/6 a week.

I can see a basic wage earner on £15 15s. 8d. a week paying that much out of his wages! The article continues—

On top of this would be council and water rates and land tax amounting to about 13/- a week.

Mr. Wearne said that, because the commission's land was spread over a wide area, the scheme might help to stabilise land in the £1,500-£2,000 price range.

The only other advantage in the commission's scheme was that couples would be able to repay the loan on their blocks at a low interest rate—and this was a good thing.

The weekly repayment of £2/2/11 under the commission's scheme compared very favourably with agreements already entered into by hundreds of home-builders.

Many couples had bought blocks on deposits as low as 10 per cent. and were repaying the balance at 6.32 per cent. flat, per annum.

If one of the commission's £2,000 blocks was bought under such terms and paid off in five years, the weekly payments for the land would be £9/8/8—over four times as much as would be payable under the commission's scheme of a high deposit and low interest rate.

"The Housing Commission wants a deposit of 70 per cent. but at least the interest rate is reasonable," he said.

He thought it unfortunate that government finance was not made available on older-type houses.

"The Federal government has been considering such a scheme for two or three years," he said.

"If young couples were helped to buy older houses, they would be able to buy homes that were more spacious and suitable to their needs."

Mr. O'Neil: We just made provision for that in the Housing Loan Guarantee Act.

Mr. TOMS: We are moving slowly; but, as I said before, we are leaving plenty behind. On the 3rd September there also appeared an article in the Press headed, "Woodlands Sale Will Net S.H.C. Profit of £60,000." On the figures I have given I think that would be a little under the correct figure. That is for 64 home blocks, and there are still 220 acres left in that particular area.

I have dealt rather extensively with this particular phase in our community, not that it will concern me greatly as a father, because I have already got my home site. I have a house on a block. My children also have their sites selected. But my children's children and the children's children of members will be faced with a real problem in years to come if something is not done to stop this high rate of increase in the price of land.

It is all very well for the Government to talk with its tongue in its cheek and say it is going to break land speculation, when it is speculating in land itself. It is quite a different thing when the Government wants to buy or resume land. I asked questions recently in regard to the cost of land resumptions for the Mitchell Freeway. I was given one answer rather fully in regard to the resumed area. I was told the names of the people and the amount they received. But in the latter question, which concerned those that had been taken over by negotiations, I got the astounding answer that I could not be given details in the same terms as I was to the former question.

I do not know why there should be this secrecy. When the people's land is resumed, I am supplied with their names and the amounts of compensation paid; but when big business firms are involved in negotiations, I am told I can have a look at the names in the Minister's office if I desire to do so. So why should I get a full answer to one question and not to the other? I did not ask the questions to waste the time of the departmental officers. The detailed amount paid in resumptions and negotiations—and this is not complete yet—is £1,446,767. That, of course, is for the glorious Mitchell Freeway that is now rising in its heaps of sand on the river foreshore.

Yet, in the area I represent, all I wanted was that four families should be satisfied and for their minds to be set at rest. The whole lot would total only about £20,000. That amount could not be found, because the land to be taken for the Beechboro-Gosnells Highway will not be required for another 20 or 25 years.

In the meantime these people are told to sit on their land and that the Government will take it when it is wanted. It is no good the Government saying that the

people concerned can sell it, because no-one can sell land when there is an interim development order hanging over it. Any would-be purchaser could obtain this information from the shire council.

I had one particular family who wished to get out of an area for health reasons. The Government deals in one way when selling land, and in quite another way when buying it. Two years ago this person was offered £6,500 for the property, which included a house and five acres of land. The offer the Government made for this particular property was £5,100. If a willing buyer two years ago was prepared to pay £6,500, surely the Government could pay a similar amount! I might say that the sale would have been completed had it not been for the fact that the matter was checked and it was found that the land would be taken for the Beechboro-Gosnells Highway.

I have previously mentioned in this House the names and cases of people who are anxious to get out and re-establish themselves because of the threat that is hanging over them. We can pay £1,500,000 for resumptions on the Mitchell Freeway, but we cannot pay the money to allow four families to re-establish themselves in another area! This is one of the problems with which I am very concerned. It is a problem that concerns not only me but also every member of Parliament. We know that land speculation has been in progress, and we know that blocks which 20 years ago were sold for about £20 could not be bought today for £3,000.

Has oil or gold or something like that been found on every block in the metropolitan area? It would appear so in view of the ridiculous prices that are asked for these blocks. The prices asked are causing young people much concern. If the Government does not tackle this problem very soon it will be faced with the spectacle of having to provide homes for more and more people, because they will not be able to afford to build their own homes, or even to buy their own blocks, the way things are going.

I would ask the Government to give this matter very earnest consideration. The Government should not say one thing and act quite differently. It should take heed of what is going on and give the young people, not only those of today, but also those of the future, an opportunity to build soundly.

MR. WILLIAMS (Bunbury) [9.8 p.m.]: Early this evening we heard the member for South Perth make a remark about the Kwinana line. I trust he was not serious when he said that no industry should be built south of this line, because if he came down to my electorate and said that, he might be hamstrung, or possibly strung up.

My first remark is addressed to the Minister representing the Minister for Health. It is expected in the early part of next year that the regional hospital will be completed in Bunbury. It will be opened; and, therefore, the district hospital will be vacated, and it will not be used for the purpose for which it is now used, as a full hospital. I have a suggestion to put forward to the Minister for the utilisation of part of the old district hospital. I believe plans are envisaged for the major section of the district hospital—that is, the wards section and the casualty section—to be used as a geriatrics annex and for activities concerned with aged people generally.

The **CHAIRMAN (W. A. Manning):** Order! I must ask members sitting behind the Chair to refrain from speaking as loud as the member who has the floor, because it is not at all fair to the member who is on his feet.

Mr. WILLIAMS: Thank you, Mr. Chairman. I was saying that part of the old district hospital could be used—or at least the maternity section of it could be used—as an old people's welfare centre.

At present in Bunbury, through the good offices of the local authority, there is a senior citizens' room which was made available by the local authority a few years ago alongside the little council park in Bunbury. It is being used as a senior citizens' centre. This centre has been run by a committee representing the Red Cross, the Country Women's Association, the Silver Chain, and the Pensioners League. Two members from each organisation run this senior citizens' centre as a committee.

The present set-up is becoming too small with the growth of the town and the number of people staying within the town. They like somewhere to go, and the present senior citizens' centre has proved very successful—so successful that it is getting to the stage of being overcrowded.

Should the Minister see something worth while in my remarks that this maternity section of the present district hospital could have a few pounds spent on it to make it suitable for the purpose I have suggested, then the committee no doubt would be only too happy to take this section over and use it as a welfare centre, or as a day centre—call it what you will, Mr. Chairman—for the aged persons.

The present centre serves something of the order of 4,000 or 5,000 cups of tea a year to the senior citizens of the town, as they come into the town to have a talk with their friends, or sit around and read. They mainly come in for a cup of tea and a talk. As I have said, the activities within the present set-up are somewhat restricted because of the growing numbers.

The maternity section of the hospital is of the order of about 5,500 square feet, and it would provide a great deal of scope for a venture of this nature. The complete welfare centre could incorporate the meals-on-wheels which is functioning in Bunbury at the present time. There could be reading rooms, and the old people could have their cups of tea, and perhaps a small hall for entertainment. There is plenty of room and scope for the committee to use its imagination, and it is composed of willing workers.

The Government does provide subsidies for these centres, and I would like to quote the subsidies which are available. As a result of an election promise made by the Premier early this year, that he would raise the assistance to these centres, this is now being done. The Government provides capital assistance of one-third of the capital cost up to a maximum contribution of £5,000—previously it was £3,000; and contributions of £750 per annum—this was previously £500—towards operating costs. This assistance is subject to the following conditions:—

- (a) Each centre is expected to operate a social club for old age pensioners and other elderly people, and to make every endeavour to raise funds locally for the operation of the centre.
- (b) Site of each centre, plans involved and rules and regulations for operation of the centre must be approved by the Health Department.
- (c) Land should be vested in the local authority or in the name of an approved organisation.
- (d) The Committee to manage each centre should include local authority representation.
- (e) Provision should be made for the supply of a hot meal each day or for the use of the "Meals-on-Wheels" organisation.

Finally, before the organisation can qualify for a grant, the scheme must be approved by the Health Department. I feel those conditions are very fair; and should the Minister do something on the lines I have suggested, I have no doubt the conditions would be carried out.

The present committee is active and I feel it should receive support from other organisations in the town. I refer to such organisations as Apex, Rotary, and so on, who could assist in a fund-raising campaign should this be necessary for extensions to the present building. The site is very favourably situated in a section of the old hospital. It is bounded by Turner Street, west, Stirling Street, and Parkfield Street. There is a bus stop in Stirling Street which is virtually outside the door; and an aged person attending this centre would only have a few steps to walk. The

same would apply when they are leaving, as there is a bus stop a few steps from the doorway where they can be picked up.

It only requires a few minutes to reach the main shopping centre of the town; and of course, the elderly people, just the same as other people, like to do a spot of shopping throughout the town to see what bargains they can find. There is a small park attached to the site which lends an added beauty; and on a hot day it is possible for the elderly people to sit under the trees on the grass, or on the seats which are provided and so see the world go by. I think that is what old people tend to do these days.

The general feeling regarding aged persons these days is not to send them out into the never-never and let them fade away; it seems the idea now is to bring them into the more densely populated areas where they can see people coming and going; where they can see children playing; and where they can see people going backwards and forwards about their business.

Should the Minister concerned see some merit in my suggestion he might go into this and possibly spend the £5,000 which I believe is required to renovate the building in order to make it suitable for a centre.

Earlier I referred to meals-on-wheels. The present headquarters of this organisation are restricted in size. The organisation is serving about 15 meals a day, and this will increase, should the aged persons attending this centre be served with a hot meal as suggested by the conditions laid down by the department.

My next item is the technical school at Bunbury. Recently I asked several questions of the Minister for Education and one was, "Was it intended to build a new technical school in Bunbury?" The Minister's reply was, "Yes." This reply pleased me very much as it did the people in the town. I asked some further questions regarding the pre-apprenticeship training scheme as I wanted to know how successful it was, and so on. It appears to have proven very successful. This has quite a bit to do with the extension of the technical school in Bunbury, because at the present technical school we have something like 140 to 150 apprentices attending. Admittedly not all of them fall into the pre-apprenticeship training scheme, but with the passing of time it is my opinion that most apprenticeships, if not all, will have to be reduced, if not by two years, at least by one. Therefore, this will put a greater strain on the facilities available for apprentice training within the town of Bunbury, which serves the region.

The Minister was not able to give me an answer to this, but I hope the new technical school will be ready in 1967, if

not at the beginning, towards the end, because at the present time I believe the department has found it necessary to lease an annexe in Spencer Street to where it can divert some of the apprentices to carry out their necessary training. The present technical school is overcrowded because of the great numbers attending; and as the area is more populated and a greater diversity of industry comes into the area—not only to Bunbury but to the region—the department will find a need for more facilities to train the required apprentices, and general employees who have to receive some training for these diversified industries.

I would like to think—and I hope I am right in thinking so—that when the department obtains land for a new technical school it may at that stage, or just a little later, look into the pros and cons of perhaps acquiring more land close to the new technical school site for a teachers' training college. As the area grows, land is not getting any cheaper; and the situation is much the same as it is in and around Perth. Therefore it would be wise for the department at this stage to make a resumption or purchase land on which a teachers' training college could be built. Bearing in mind the type of technical school envisaged by the department, a logical expansion would be a teachers' training college in the near future.

Perhaps to climb a little higher into the clouds, we might suggest that a university be built there. It would not do any harm to see some full-time students travelling from the city to the country to do their university training or their teachers' college training rather than have country students travel to the city for this purpose. It would be a great eye-opener and would do a great deal towards decentralisation, particularly in the education field, as the position of country and metropolitan students would be reversed.

Mr. Gayfer: I agree with you, but York would make a good place.

Mr. WILLIAMS: I suppose the member for Albany would advocate Albany, which is a little place along the coast.

Mr. Hall: It is not so little; it is growing.

Mr. WILLIAMS: One day the member for Albany said the population at Albany was 14,000 and the next day it was 14,500. The member for Albany will no doubt explain that when he has his turn.

My next subject is in respect of the police station; and I spoke about this last year. The Minister for Police knows as well as I do that the situation at the present time is not too good. The building is in a dilapidated condition. The police station is very much out of date and under present circumstances it is difficult for the

officers to carry out their job. I understand the Minister's position regarding finance and that money does not grow on trees, and that people other than myself are asking for new police stations. We have to take our turn, but I hope our turn will be reached in this coming year.

Mr. Craig: It is listed.

Mr. WILLIAMS: That is pleasing to know; and we hope it will be listed in the 1966-67 Estimates. During this year in Bunbury the Leschenault Estuary Conservation Committee was formed. After a constituent made a suggestion to me, my colleague—the member for Wellington—and I went into the pros and cons to see if the formation of such a committee would be advisable and if it would be a good thing to have in the district to look after the waterways, the rivers, and the estuary. A committee of this kind cannot control the harbour as this comes under the jurisdiction of the harbour board. The function of the committee is to make sure, not so much now, but in the future, that our waterways will be conserved to some extent; and to see that they are protected from effluent from industry and from the general town drainage system.

In its formation this committee was fortunate to have as its foundation chairman—I hope he will be chairman for quite some time—Mr. Bond, who is Chairman of the Swan River Conservation Board; and he acts as a liaison officer between the committee in Bunbury and the Swan River Conservation Board. There are three shires represented on this committee—the Shire of Harvey, the Shire of Dardanup, and the Bunbury Town Council. There are also representatives of the harbour board, the Town Planning Department, and the Public Works Department.

Mr. Brand: Which department would be most concerned?

Mr. WILLIAMS: That is a point I wish to raise, and I am glad the Premier asked about it. At the present time the committee is under the jurisdiction of the Minister for Local Government and Town Planning. In the early stages this was done for a purpose, because when three shires are represented, it is necessary for them to get together to make sure there are no arguments; and there was less chance in this regard with the Minister for Local Government being the Minister concerned. However, since then I have had some thoughts on this matter and, no doubt, when the time comes for money to be spent, it will not be the Minister for Local Government who will be concerned; it will be the Minister for Works. So, I believe, if not at this stage, then in the future, there should be some change. I do not think it will upset the Minister for Local Government if he is not the Minister directly concerned.

No doubt he will receive minutes of the committee's meetings as he does now. I feel the committee has started on a good footing. It has not gone out to fix this or that or fix something else, but it has steadily progressed. It has arranged several outings and looked at various projects within the estuary itself, and generally speaking it has gone along quite steadily. I hope and trust it will prove itself in the next few years and that it will be given some teeth. These teeth could be given in the form of an Act similar to that under which the Swan River Conservation Board operates at the present time. I hope and trust, as I believe does the member for Wellington, that this will come about perhaps in the next couple of years.

I was very interested to hear over the weekend that Mr. Dettman of the Education Department has been overseas; and I was also interested in the remarks he made concerning drivers' schools for motor vehicle drivers. Apparently overseas, these schools form part of the secondary schools' curriculum. I feel this is a good move. At a function some 12 months ago I mentioned these schools to Mr. Dettman. I do not suggest he made his inquiries because of this, as he had the matter well and truly in his mind and so followed it up while he was overseas. I hope I shall have the privilege of reading a more extensive report on this driver education because I feel a great number of the accidents in this State are purely because of a lack of education of drivers, particularly the drivers who are trained by mum, dad, or a friend.

Also when one applies for a driver's license—and it is some years since I received one—he is still asked the normal questions as to the rights of the road, but no questions regarding the rules and courtesies of the road. The applicant is asked what are the one-way streets in Perth. That has nothing to do with road courtesy, because so long as he can read he can pick them up in Perth or anywhere else.

To draw a comparison, I would like to mention briefly what is necessary to get a private pilot's license. Some members might say: What comparison is there between getting a private pilot's license and getting a car driver's license? Well, a small aircraft is no more difficult to handle than a car. In fact it is much easier, because there is less to run into upstairs than there is on the roads.

The numbers of private licenses being issued are increasing year by year; and to secure a private pilot's license it is necessary to do 20 lessons. I am going through this process at the moment, although time is scarce. One is required to do these 20 lessons through an external course of the technical school. These lessons deal with the theory of flight, the engine operation of aircraft, and general knowledge of the operation of aircraft. The air regulations

which correspond with the rules of the road on the ground have to be known 100 per cent.—not 90 per cent. or 99.9 per cent.—by the person training to be a pilot; otherwise he fails.

About 50-odd questions have to be answered in connection with these regulations, and then a restricted license after a minimum of 30 hours' training, provided the trainee passes, is granted. The trainee pilot can then fly within his training area, but not outside; then an extension of the license is granted after a further 20 hours, at least, during which navigation is carried out. The trainee pilot is then allowed, provided he can pass both the theory and practical tests—it is a written examination in theory, and practical flying is done—to go anywhere in Australia.

I stress that these examinations are not easy, and someone might say: Well, the pilot is handling aircraft worth several thousands of pounds. That is all very well; but I point out that on the road people handle motorcars worth several thousands of pounds, because some of the more expensive motorcars these days cost no more than the light aircraft which many people use. Perhaps we should give a little more consideration to the ease, as it were, of getting motor drivers' licenses nowadays.

I feel there are no short-cuts in connection with this matter; it is a question of making out a programme and seeing that everyone carries it out; because at some time in practically everybody's life a motor driver's license is received.

I believe that once a person is ill-trained and does not know the courtesies of the road, and he gets into a vehicle weighing a ton or 30 cwt. with 80 or 90 horsepower under the bonnet, he can become a potential killer. If such a vehicle gets into the wrong hands, we know what can happen, because we see the results today. I believe a good deal of the trouble is due to lack of proper teaching in the early stages of a person's driving career.

Mr. Lewis: Lack of knowledge of the rules, or neglect to carry them out when they are known?

Mr. WILLIAMS: It can be partly both, but possibly it is mainly lack of knowledge of the rules; it is either that, or else the drivers just do not think about the rules when going along, but consider the other fellow should give way to them, irrespective of whether they are in the right or in the wrong. I believe that through education the rules of the road should become second nature. We all know our three-times table, and other tables, because they were drummed into us early in the piece. By the same token, a driver's education should be drummed into him in much the same way. If that were done I think car drivers would be much better than they are and we would have fewer deaths on the road than there are today.

MR. RHATIGAN (Kimberley) [9.35 p.m.]: After the remarks of the last speaker I feel I must take a course in flying an aeroplane. The member for Bunbury and other members confined their remarks to their own electorates and to their own backyards; but I do not say that in a derogatory way. The member for Bunbury gave us a talk on a flying course, and so on.

My few remarks will also be confined to my electorate which, to me, and I think to the people of Western Australia, is a most important one. I start by asking the Premier: Will he make some means of conveyance—whether truck or plane—available to the members of this House and another place so that they can visit the north-west? I think there are several members who have not had an opportunity of visiting the north-west, particularly the Kimberleys. That opportunity should be made available to every member of this Chamber and of another place. The means of transport the Premier might care to suggest or might make available is not for me to say.

I do not want to castigate my friend, the Minister for Lands, to any great degree, but I say that of the many, to me, despicable things this Government has done during its seven years in office, irrespective of its handing over of the saw-mills to Sir Halford Reddish, the renewal of the pastoral leases of 1,000,000-acre properties is the worst. Despite the fact that the existing leases have 20 years to run, they were renewed until 2015. This is the most disgusting thing—and I say here without fear of contradiction; and I am not getting emotional—I say, with all sincerity, it is the most disgusting thing that has ever been done by any Government in Western Australia. I am not blaming the Minister alone, because he is guided by his Cabinet.

Mr. Bovell: Parliament agreed to it.

MR. RHATIGAN: Parliament had to agree because the Government had the numbers; but look at the arguments that were put up by the member for Merredin-Yilgarn and by Mr. Wise in another place, and, in a small measure, by myself. We put up arguments, but the Minister did not listen to us; or the Government did not listen.

I favour the Ord River Dam scheme, and I give the Minister for Industrial Development full marks for his efforts in connection with what he has done; but with all due respect I think he went the wrong way about doing what he tried to do. If we go to Uncle Bob, the Prime Minister, we do not say, "Bob, give us £30,000,000, or we will go to America and get it." I think the Minister's approach was wrong; but still he did his best.

What was Uncle Bob's reaction? It was: "Don't you dictate to me!" That would be the answer. I admire the Minister for

Industrial Development for his efforts. But if one is going to borrow £30,000,000 from a chap, one does not say, "Give me £30,000,000, or I will go to America and get it."

I wish now to quote from *The West Australian* of the 23rd April, 1964. Under the heading, "No Case For Freehold" we find this—

The real needs in the pastoral areas are to break up the bigger holdings to encourage closer settlement and to insist on stiff development conditions covering such things as stocking rates, herd and pasture improvement, fencing, water supply and control of vermin and erosion. The tying up of thousands of square miles in big holdings is wrong in principle and it would be a grave mistake to give any company or individual permanent title to, say, 1,000,000 acres.

That is what I am getting at. The greatest injustice ever done to Western Australia was the renewal of those leases.

Mr. Bovell: I never heard any alternative.

MR. RHATIGAN: We put up an alternative. If the Minister reads *Hansard* he will see it; and he knows that. I hate to disagree with the Minister, because he is such a nice person.

I now wish to deal with a recent item which appeared in *The West Australian* of the 22nd October last under the heading, "Brand Rejects Producers Charge on Ord Erosion." I will not read the whole of this article because it would be too wearisome, but the portion I shall read is most interesting.

I agree with the Premier that there could be Eastern States companies objecting to cotton growing here. But by the same rule, Mr. Morris, who is the manager for Vestey's, which was taken over some eight years ago, knows the position full well and says that the soil erosion at the Ord might have occurred before 1916. I tried to tell the Minister for Lands not to renew these leases because of this particular matter but the Minister had the cheek to tell me he had better advice.

Mr. Hawke: That was cheek, wasn't it?

MR. RHATIGAN: I'll say it was! He spoke to Mr. Morris, perhaps, or to Lord Vestey. The report states—

Also, most of the erosion had been on a particular soil that was very susceptible to erosion.

Mr. Morris said he had just returned to Sydney after an inspection of the area.

He has been the company's general manager for some eight years, and he knows the position full well. He knows he is getting a good deal out of the Government, so why should he be worried? The shareholders of Vestey's, the firm he represents,

live in England, and I doubt if any one of them has ever seen these properties. To continue—

The regeneration scheme had been set back because of the drought in the East Kimberley, but, given a run of four or five good seasons it should get the country back in order again.

On progress so far, he said, the regeneration scheme would not achieve the level of carrying capacity set by the agreement, but a run of good seasons should enable lost ground to be made up. He hoped this would happen.

In another part of the article we find this—

Telephoned in Sydney yesterday, the pastoral manager of the Vestey organisation in Australia, Mr. P. S. Morris, said his organisation had been criticised before about its East Kimberley stations.

So it should be. To continue—

The organisation was well aware of the problem, and steps had been taken to win back the country.

Steps had been taken—yes, by the Western Australian Government paying two-thirds of the cost! To continue—

Most of the damage had been done in the early days of settlement, perhaps even before Vesteys bought the stations about 1916.

What a lot of rubbish! The old hands tell me that before 1916 those who owned properties used to give the natives a few bags of flour and sit them on the water frontage to keep the cattle out; but Vesteys did not even do that. They plundered this land; yet the Minister renewed their lease until 2015, despite the fact that it had 19 years to run at the time of renewal. Was anything more wicked than that ever done in Western Australia?

Mr. Hawke: Nothing!

Mr. RHATIGAN: If you, Sir, can name it, I will be very pleased to hear it.

Some time ago I asked the Minister some questions, but I was unable to get his answers printed in *Hansard*. I asked the Minister to supply the names of the stations, the areas held by them, the names of the lessees residing on the stations, and the names of absentee owners.

I am not going to weary the House by reading all this information, but from it I have made a couple of comparisons between the areas held by various owners and the number of cattle that are run on the properties. One of the absentee owners is Vestey Bros., and the major shareholder is Lord Vestey who resides in London. The Vestey Bros. hold several leases which embrace a total of 5,164,361 acres.

Mr. Norton: That is contravening the Act isn't it?

Mr. RHATIGAN: Well, those are the figures which I have in my possession at the moment. On this vast acreage, 64,400 head of cattle are agisted. As a matter of comparison, Emmanuel Bros. own 3,114,879 acres, on which they run 90,000 head of cattle. Those two tracts of country are somewhat similar, with very few ranges. Vestey Bros. are absentee owners, with a major shareholder living in London, but T. Emmanuel lives on his station, so the comparison that can be made is that Vesteys should carry, on their properties, 90,000 head of cattle in ratio to the number of head of cattle run on the area of land held by Emmanuel Bros.

Mr. O'Connor: Did you not say that the Emmanuel Bros. were running 90,000 head of cattle?

Mr. RHATIGAN: Yes, and I said that Vestey Bros. were running 64,000 head.

Mr. O'Connor: On that basis, Vestey Bros. would have to run 120,000 head as a matter of comparison.

Mr. RHATIGAN: The Minister's mathematical brain might be quicker than mine, but I still think he is wrong with that calculation.

The other comparison which I have made is between Bob Rowell, who is a resident owner, and J. Naughton, who is an absentee owner resident in Victoria. As members on the other side of the House know, Bob Rowell is a member of the Liberal Party. J. Naughton owns Alice Downs Station, Lissadell Station, Texas Station, and Mable Downs Station. The total acreage held by him is 1,999,273 acres on which he carries 60,800 head of cattle, as against Mr. R. M. Rowell, who has interests in the Kimberley Downs Station; Napier Downs Station; and Morton and Tabeland Stations, which total 3,397,391 acres, and on which 47,600 head of cattle are run.

If members care to study these figures they will discover that Naughton should be able to carry almost twice the number of cattle on his property that are carried by Rowell on his stations. This shows that the resident owner is developing his properties more satisfactorily than the absentee owner. If the Minister for Transport has any influence with his Government I would suggest that he should use it in an effort to wipe out the effects of the disgusting act that has been committed by his Government in renewing the leases of 1,000,000-acre properties to 2,015.

I admit that some of these properties require a large acreage in order to function successfully. In this respect the first I can mention is the Dunham River Station owned by the millionaire American, Mr. Art Linkletter, and Mr. A. Chase of

U.S.A. From memory, Mr. Linkletter bought this property for a record price of £90,000. The previous owner bought it for only a few thousand pounds. So it can be seen that land values can only go up. This property is in valleys and has some rocky country and some useless country, and to make that station function satisfactorily that acreage of 876,476 would probably be needed to carry 13,000 cattle.

The Bow River station of 765,024 acres is leased by Messrs. M. S. and E. J. Lilly. The average number of stock that is run on it is 12,900 head. This is another station which needs its large acreage so that it can be conducted as an economic proposition. Whilst I am in favour of the Ord River Dam scheme, it is entirely beyond me why the Government defeated the very purpose of this dam by granting these absentee owners leases of the properties they hold until 2015. The stations held by Vestey Bros. include the Ord River station, the Turner River station and the Mistake Creek station, and it is on those properties that the greatest soil erosion is occurring. But what is the Government doing? It is fencing the properties for these absentee owners.

For the information of the House I would point out that the cost of fencing the soil-eroded areas of the pastoral leases held by Ord River Ltd., and the Turner Grazing Co. Ltd., to the 30th June, 1965, was £110,000. The cost to the Government in salaries paid to departmental officers engaged on this project, and all the other expenses that were incurred by the Government amounted to a total of £129,000. The area of land involved is 1,200 square miles, and it has been estimated that a team of workers will need to be kept on the project of fencing the soil-eroded areas for another 10 years at an annual cost of £30,000. Is this fair? To me it is absolutely disgusting, because these people were the ones responsible for the soil erosion. It is all right for Mr. Morris to say that this soil erosion probably occurred before 1916.

Mr. Bovell: That was the information that was given to me when I was in the Kimberleys.

Mr. RHATIGAN: Why did the Minister not take notice of me in regard to this? I worked on these stations, and I know what the true position is. To a great degree the Minister has retarded Western Australia. The reclamation of the Swan River is only a minor detail compared to the move that has been made by the Government in the Kimberleys. If the whole of the Swan River were reclaimed it would not mean a thing compared to what the Government has done with the pastoral stations in the north.

Whilst I give the Minister for Industrial Development full marks for the efforts he has made to complete the work on the Ord River scheme, I still think he has to get to the very root of this problem. The

answer that was given to me when I asked if the Government intended to return this land to the present lessees, and, if so, at what cost to the Government, was that the lessees have applied for renewal of the leases, but the future long-term use of the area remains for negotiation. I sincerely hope the Minister will not grant a renewal of those leases to the present lessees. Instead, I think he should charge them the full cost of developing the fencing project, because, after all is said and done, they were responsible for plundering the land despite the fact that Mr. Morris has said it could have been plundered before 1916.

I have not much more to say, but I know that there would probably be several members of the Country Party who would like to obtain a lease of portion of that land. If the firm of English Jews is not developing this land properly, the Government should make it pay the cost of fencing the soil-eroded areas and take the leases from it, but unfortunately it holds the 5,164,361 acres until 2015 despite the fact that at the date the leases were renewed they had 19 years to run. This is absolutely disgusting!

MR. HALL (Albany) [10 p.m.]: I would like to start my speech by referring to something which I think is quite iniquitous, and, indeed, a dangerous practice. I refer to the question of town planning and the necessity to set aside certain portions of land for recreational purposes. On Tuesday, the 12th October, 1965, I asked the Minister representing the Minister for Town Planning the following questions:—

- (1) Is it a fact that the Town Planning Department is now imposing conditions on proposed subdivisions, demanding that portion of land in proposed subdivisions be set aside for recreational purposes?

The answer I received was as follows:—

- (1) The Town Planning Board, not the Town Planning Department, is responsible for conditions of subdivision.

Provision of areas to be set aside for recreation purposes has always been a condition of subdivision.

No-one will dispute the necessity to have areas set aside for recreational purposes. But as I move on in my speech I will show the effect that proposed subdivisions are having all over the State. My question continued—

If so, is he aware that when the parcel of land in the proposed subdivision is too small for recreational purposes the department is insisting that proceeds from the sale of one block of land in the proposed subdivision be paid into a fund for recreational purposes before the subdivision will be agreed to?

I received the following answer:—

No. Such conditions are suggested as an alternative and in some cases the subdivider and local authority agree to the payment of money into a fund for the purchase of recreational land in the vicinity, or when payment is required as a provision of an approved town planning scheme.

I have evidence that proves that there is a subdivision already taking place within about 50 yards of the proposed subdivision to which I referred, and facilities were also requested to be made in connection with that subdivision when it was approved, and the required land was set aside for that purpose. In an approach it made to the Town Planning Department the local authority received the following reply on the 18th February, 1965:—

Dear Sir,

Pt. Plantagenet Loc. 391, The Board has considered your application for approval to subdivision of the above described land and has resolved to approve a diagram or plan of survey in accordance with the sketch plan received in this office on the 7th December, 1964, subject to the equivalent of one lot in the position to be agreed between the subdivider and the Local Authority being shown on the Diagram or Plan of Survey as a reserve for public recreation to be vested in the Crown under Section 20A of the Town Planning and Development Act.

This notice of approval is operative for a period of two years from the date of this letter.

The proposed subdivision and the small block of land in question was inadequate and insufficient for recreational purposes. The local authority wrote and pointed this out to the town planning people, and received the following reply:—

The Board resolved to advise your Authority in reply to your letter of the 14th April, 1965, that the Board is not prepared to delete its condition requiring the provision of the equivalent of one lot for recreational reserve in respect of this subdivision but would be prepared to agree to an arrangement being made between your Authority and the—

This is where they have committed themselves. To continue—

—applicant for a sum of money equivalent to the market value of one lot within the subdivision being paid into a Trust Fund to be established by your Authority for the purposes of acquiring land in the vicinity for recreational purposes.

Is this not tantamount to blackmail? The Town Planning Department says, in effect, "If you do not agree to this subdivision and

sell one block of land we will not allow that subdivision to go through," and this when it has already accepted in a nearby subdivision a particular area for recreational purposes. Surely this would prove a threat to every subdivision that is likely to take place in the next 12 or 18 months. To me it smacks of a despotic dictatorship, when the department can demand in the case of a small block which is too small for recreational purposes that an amount be paid into the fund for recreational purposes in other areas. What would be the position if this was only a small subdivision and the other fellow bought the bulk of it? Would it require the first block to be taken from the subdivision and another portion taken for recreational purposes at a later subdivision in the same area?

We heard the member for Bayswater elaborating on the cost of land, and the Government saying, "What would you do? Would you give it away?" The department is asking us to give away a block of land which may be worth £500, and for an amount to be put into a recreational fund. It is despotic dictatorship and blackmail of the worst kind. This is one matter that the Government should look at very carefully. I am sure the Minister will not be at all happy about it; particularly when we talk about subdivisions and the enforcement of portion of the money to be paid into a fund, and when we are told we must sell a block of land or the department will not agree to the subdivision. Where are we heading? We must go very thoroughly into this matter of subdivisions and their enforcement.

I would now like to make some reference to the transport commission, and to the Transport Act generally. The Act shows what the transport commission can do to decentralise industries. Recently I asked several questions which the Minister appeared loth to answer. He seemed to beat around the mulberry bush to evade the issue; in fact, he got quite mystical.

Mr. O'Connor: That is not so.

Mr. HALL: It is so. The first question I asked was on Wednesday, the 20th October, 1965. The transport association is making an assessment of charges. The point we must appreciate is that the transport association has a set form of charges, and in connection with the transport of bricks it is enjoying a luxurious privilege. It is carting bricks from the metropolitan area into a decentralised area in competition with that area. It enjoys all the privileges of the Transport Board. When we consider the regulations that govern the assistance in this matter we find they are so wide that no charge is made at all. I am not sure whether a charge is made for this particular commodity when transported by road, but there is a charge made by rail which is in direct competition with road transport. These bricks are carted from Hawker Siddeley Building Supplies

Pty. Ltd., and they are sent to the country areas. The bricks may be of a better quality, but this competition does not stimulate decentralised industries.

Mr. O'Connor: Are you suggesting that we compel these people to make a charge?

Mr. HALL: I think they do make a charge, but it is not comparable with the charge made on the railways.

Hawker Siddeley is permitted to dump bricks on site through permits issued by the Transport Board, against the interests of the railways and the local brick manufacturers. That is the point which should be faced. If that firm is to enter into this field of competition in Albany, through the privileges it receives under the transport Act—and the Minister is well aware of what is going on—

Mr. O'Connor: At what cost are they delivered on site?

Mr. HALL: What it is doing is to dump tunnel fired cream bricks at £38 10s. per thousand. The purchase price of these bricks is £22 8s. 6d. per thousand, and the road haulage charge should be assessed at £28 8s. They should be delivered on site at £50 16s. 6d. a thousand, but they are dumped at £38 10s. or a difference of £12 6s. 6d. If we take into account the railway freight on bricks we will see what the cost should be. This firm is privileged, and its action will devastate decentralised industries in the country areas.

In the case of tunnel fired reds, the list price of Hawker Siddeley is £17 10s. a thousand, and the haulage charge is £28 8s. a thousand based on the tonnage per mile. The firm is able to undercut, through its transport permit. These bricks are landed in Albany at £35 per thousand on site, or £10 15s. less than what they should be. The local manufacturers cannot compete, and neither can the railways in respect of transport charges.

Mr. O'Neill: Is the price of £45 15s. for one thousand bricks landed?

Mr. HALL: Yes.

Mr. O'Neill: What is the local price?

Mr. HALL: The minimum tonnage carried by the railways is eight tons.

Mr. O'Neill: What is the local price?

Mr. HALL: I have no particulars of the local price, but I have obtained the views of the local manufacturers who say they cannot compete. They think there will be a recession, because of the dumping of bricks by Hawker Siddeley at a cut price.

Mr. O'Neill: That might be the reason why the Housing Commission cannot get brick houses built in Albany.

Mr. HALL: It could be. This Government advocates the decentralisation of industry, and yet it acts in this manner in the granting of transport permits. In

New South Wales the Government is subsidising decentralised industries, and assisting with freights. What has the Government in this State done? It has allowed the dumping of bricks in Albany and destroyed a decentralised industry.

Mr. Bovell: You talk about brick houses, yet the stone house belonging to Dr. Blackburn in Albany has been demolished.

Mr. HALL: I am not talking about stone structures. We have a fine stone gaol, but we are getting rid of that. If we examine the State Transport Co-ordination Act we will find how the Transport Board gets around the position so easily. Section 58 (1) of the Act states—

The Commission, with the approval of the Governor may make regulations with respect to—

- (j) applications for licenses or permits under this Act and the revocation, suspension, or transfer of such licenses or permits;
- (k) the form and conditions of and any particulars to be set out in licenses or permits under this Act.

I now turn to the vulnerable portion of the legislation which takes some finding. I have been given an assurance by the Minister that the firm in question does enjoy a transport privilege, but what the extent of that privilege is I cannot discover. In the form used for issuing a permit for a temporary license the fee payable is shown as blank, and it is calculated at the rate per centum on the gross earnings from the operation of the vehicle in question, in accordance with the permit or temporary license. If we can determine what is the earning capacity of such vehicles we will get plenty from them.

This firm is enjoying the issue of a permit without paying anything for it, to the detriment of decentralised industries. The Minister said this was not so. Yesterday I asked a question of the Minister for Transport to obtain information on the tonnage rates laid down by the Transport Commissioner before permits are issued for the cartage of various commodities between Perth and Albany.

I did not stipulate the commodities, because I wanted an overall comparison. The reply of the Minister was—

- (1) When issuing a permit for the transport of commodities between Perth and Albany, the Commissioner of Transport does not prescribe tonnage rates; these are a matter for negotiation between the carrier and his client.
- (2) Eighteen permits covering 133,300 bricks transported from Midland Junction, Armadale and Jandakot.

I shall not compare the railway freight charges, because I think I have covered the point sufficiently.

I now refer to a question which was asked by the member for Gascoyne in this House on the 15th August, 1962. He asked the Minister for Transport—

Is it necessary for carriers who operate north from Geraldton to Carnarvon and other north-west towns to have their vehicles licensed with the Transport Board or to pay a tonnage fee for a permit?

The reply given by the Minister was as follows:—

The State Transport Co-ordination Act requires that, subject to exemptions, a commercial goods vehicle shall not operate on any road unless such vehicle is licensed. Exemption is provided concerning that part of the State situated north of the 26th parallel of south latitude.

Without wearying the House with the other part of the question, I shall quote some examples of the tonnage rate furnished by the Minister. For transport from Geraldton to the north, the fees are based on a distance of 200 miles and vary from 2s. per ton for fertilisers to 18s. per ton for beer, fuel, and general stores. Machinery is at the rate of 16s. per ton, while tiles and sawn timber are at 9s. per ton. The charge for other building materials is 12s. per ton.

To obtain similar information I framed my question which I asked yesterday somewhat differently from the question asked by the member for Gascoyne, but through the evasive and hidden tactics adopted by the board I was not given the required information. However, I was able to ascertain the position from the regulations and from the provisions in the Act relating to the granting of permits. The department was able to give a straightout answer in 1962, but it seems to have deteriorated since that time, despite the additional aids, such as computers, at its disposal. It seems to have decreased in efficiency.

The Transport Board seems to be working against the interests of decentralised industry, and its actions should be examined in order to obtain a true picture. I wonder if its agents are working hand in glove with Hawker Siddeley!

Mr. O'Neil: Someone should inquire into the cost of bricks manufactured in Albany.

Mr. HALL: The industry in Albany is assisted by the Government. It has installed machinery, but it has not sufficient finance to install a tunnel kiln. At the present time the competition from centralised industries in the metropolitan area makes it impossible for that firm to

install additional machinery and a tunnel kiln, in order to compete on an equal footing.

This has happened to this State in regard to other industries. I refer to producers of food such as jams. In the past, big firms from the Eastern States dumped their products here at a loss; and when they gained control of the market they raised the prices. The sky was the limit. The industry was virtually controlled by a dictatorship because they had a monopoly. That is a danger the State faces. The State will have to realise that decentralised industries must be nurtured and looked after; and in a few years' time the industries of this State will be able to cope with the State's expansion.

I would like to quote something dear to my heart, as I keep hoping that by persistency I may impregnate the mind of the Government in regard to the establishment of a scouring works at Albany. I am referring to the five wool sales that have taken place this year at Albany for the first time. The article I propose to quote is headed, "Albany: Geelong of the West." Reference is made to Geelong which was built around the textile industry and the Gordon Institute, scouring works, and wool sorting, and it became the controlling wool point in Victoria. The article reads as follows:—

"It is estimated that 80,000 bales of wool should be sold in Albany this season, and this figure must progressively increase as the large areas under development come into production," Elders-GM chairman, Mr. H. F. Cooke, said yesterday.

He was speaking at the opening of the company's new premises in Albany.

We find there has been an upward trend in the prices for that year and I can see there is a grand future for development. I have made approaches to the Minister for Industrial Development, but his heart is not in the south at the moment. He might come back later on. I do not know where he is lost in the north, but I am trying to get him interested in the south.

Mr. Bickerton: I thought he was down your end.

Mr. HALL: I hope he will come down occasionally, but not at election time. I believe he is quite sincere in what he is trying to do to attract industries here. If we can get American money invested in Australia, I can see no better opportunity than to open up a scouring and felmongering works adjacent to the wool producing area. I think we have a magnificent future which warrants the establishment of that industry. If I could obtain the enthusiasm of the retired people at Albany who are supposed to have great wealth we could easily have a gigantic

scouring works at Albany. The woollen mills, as the Minister for Lands would know as he has a few shares stacked away, started on a pound for pound basis on the part of the people.

Mr. Bovell: I have no dividends coming forward now.

Mr. HALL: It is showing a profit this year.

Mr. Bovell: I am an original shareholder and I showed my confidence in Albany.

Mr. HALL: In regard to tourism, I believe the potential of Albany has been untouched; and I hope by careful watching our beaches will be preserved. The point I wish to make here is in regard to the possibility of establishing something on similar lines to Rottnest. Perhaps Government assistance could be given in a similar way to develop the tourist industry at Quarrinup, which used to be the quarantine station, but is now a holiday resort. Money is required to provide the necessary golf course, tennis courts, fishing facilities, and accommodation. However, the potential there is untouched. When we consider the millions of pounds that come into this and other States by means of tourism, I think we should be able to look forward to development in the southern portion of the State.

In past years it has been said that it always rains in Albany. However, this year I think we have had less rainfall than any other portion of the State. We had an extensive summer. This can be traced back to the gigantic clearing that has taken place with land expansion. Actually, Albany's rainfall is decreasing each year, and that is going to give us an extended summer season. It is quoted by many of the economists that when timber is reduced in an area, the rainfall is reduced—and they are probably right. One finds that the greatest rainfall is in the areas with the greatest forests. So we will go on to a greater extension of the summer season at Albany.

The Government should acquaint itself with and live itself up to the tremendous possibilities of Albany by spending some money there. I am not making any derogatory statement about the Tourist Bureau, or about the Tourist Development Authority, because it has spent money there as well as in other parts of the State. No doubt it is hoping for a return from all over the State; and it spends money where the return will be the fastest. It has spent a lot of money at Rottnest in the provision of a golf course, tennis courts, and so on; but it must look to the southern portion of the State.

One can live as a tourist in Albany for three weeks and not go to the same beauty spot twice, without taking Nornalup and Denmark into consideration.

Some very eminent tourists from overseas and the Eastern States have been to Albany as well as some Americans and some English and they have been absolutely enthralled by the beauty and magnitude of what they have seen. At one time it was intended to set up an industry around Middleton Beach, but fortunately that did not take place; if it had it would have ruined a scenic beach.

The other point I want to deal with is housing. I make reference here to the movement of population in Albany and its effect on housing. The member for Bunbury tonight mentioned the population at Albany; and between the shire and the municipality the figure is over the 14,000 mark. That means we are facing difficulties with regard to housing. Bunbury was in a similar position and also Geraldton, where I believe the situation is now under control. With a big movement of people it is hard to provide the housing.

I do not wish it to be thought that I am ridiculing the State Housing Commission, as it is doing an admirable job with the funds available; but we must pressurise the Commonwealth Government into providing more money to be spent through the housing commission, building societies, or some other medium. As families grow it is necessary to provide them with larger housing; otherwise they will leave the district. Then there are young couples who get married on a restricted income. They have to be on a minimum income in order to qualify with the State Housing Commission. If this were not so they would be debarred on account of their income.

By way of question I asked the Minister if it was possible to provide houses for 40 families of the P.M.G. who were being shifted to Albany with the southern controlling division of the P.M.G. That is a big movement of people, particularly when applications for houses are always about 100 behind in natural turnover. Therefore we will have to get money from another source in order to tackle the problem.

The member for Fremantle pointed out rather forcibly the position in regard to single pensioners, as he is experiencing the same difficulty in his area as I am in mine. Because of the age of the buildings and because of a regulation which requires the houses to be brought up to a modern standard, there has been a tremendous number of condemnations. It is only because of sympathy for those concerned that the demolition has not progressed at a more devastating rate. Old people who have been living on verandahs or who have been sharing a small house with another pensioner receive orders of eviction. The demolition takes place; and where do the pensioners go?

We also have the widow or single woman pensioner or male pensioner. Where do they go? They cannot take a flat at £6 10s. a week, and they cannot get a house under

the cottage scheme because there is only one coming into Albany which is being established by the Western Australian Pensioners' League, an offshoot of the Australian Pensioners' League. That league is going to build a few single units following a long period of negotiation and arrangement.

Many of these single people do not want to get out of the town in which they are living. They want to intermingle with others in the area containing young people in order that their own thoughts and ideas might be stimulated. They are not geriatrics. But what are we doing about them? The only way they can solve their problem is to migrate to the city.

If we take away from the decentralised area a few of these single pensioners and those on an income just above the pension level, we are taking out of the area and bringing into the city the £7 or £8 a week they get. Every £1 of a pensioner is used to meet the cost of accommodation and food, and if he can get a few extra bob, this is expended on clothes.

This migration to the city is occurring all the time and it also takes place in the shires and municipalities. An engineer is transferred from one district to another, but the home in which he has been living is not available to outsiders because it has to be reserved for the incoming engineer who has perhaps a wife and children.

The member for Wellington smiles. This problem must be affecting him and every other Country Party member here. It cannot be dodged. I remember that last session the member for Avon Valley, when he was on his feet, said a lot about accommodation for the workers on the farm. He said he could not retain them. All municipalities are in exactly the same position.

Mr. Gayfer: The member for Avon, not Avon Valley.

Mr. HALL: I am sorry. I delete the "Valley." I could give the honourable member an answer for that one, but I had better not. I am trying to convince members that this action is taking place. These people are not geriatrics. They are people with the right to live where they want to. Why should they have to leave their local environment and migrate into the metropolitan area? Why should they have to migrate when they have made their friends in an area where they previously earned their livelihood? It is not their wish to migrate, but they are forced to do so because of the lack of single pensioner accommodation.

The other point I wish to raise on this matter concerns the married couples, who are just as important. However, some provision is made for them, and that is very important. I will agree that the Federal Government is moving in this field. We should consider the cost of

bringing a migrant into our State. The Labor Party had this as part of its platform at one stage. Each child born of a natural marriage should reduce the actual price of a home by £100. Therefore, if a man has five children, the cost of the house would be reduced by £500. What better stimulant is there for the population than the proposition, which would also reduce the necessity for the entry of so many migrants?

Mr. Gayfer: What do you mean by natural marriage?

Mr. HALL: By that I mean two Australians who have married or two married migrants who have been naturalised; in other words, those who are here. We should stimulate our own population. One thousand pounds for one family would be an acquisition and stimulation to married life. I say that we would find homes much happier under those circumstances. It would reduce the necessity for husband and wife to go to work because of hire-purchase commitments. This sacrifices the home life. Their commitments would be reduced because of the Government's action in stimulating the finance to assist the purchase of homes. The married couples could then proceed to furnish them.

It has been stated recently that hire-purchase people intend to introduce a type of policy which will establish the hire-purchase commitments on a proper basis. This will mean that the wife will not have to go to work and, as a consequence, perhaps some broken homes may be saved and the State will be spared the necessity of paying, in many cases, child welfare assistance.

I see the Minister for Housing is now in his place. I wish he had been here when I was—figuratively—crying on his shoulder about single pensioners. I know he realises the seriousness of the situation.

Mr. O'Neil: I was listening.

Mr. HALL: I was not in any way derogatory about him; but this is something we must tackle.

The other points on which I wish to touch are hospitalisation and education. I have raised the problem of hospitalisation by way of question and answer, and I am pleased to say I have received good news. The Minister assures me that it is intended to establish a geriatric ward at the Albany Regional Hospital, and this will relieve the situation considerably. It is also, I believe, intended to provide extensions to cater for a psychological ward, a pathology ward, and facilities for physiotherapy. In addition to this, improvements are to be made in the parking area. I therefore cannot condemn what is being done in that connection, because I think the improvements will to some extent meet requirements.

However, there is a very significant problem, and I raised this also by way of question and answer. There is a tremendous shortage of doctors in country areas; and with the growing population it is very difficult to induce doctors to practise in the country areas, and particularly young doctors. They get their degrees and very often go to England to complete their studies. We cannot hold them, because they are entitled to go. They have completed their hard training and desire to further their studies elsewhere.

I believe that if a resident doctor were appointed, the situation would be relieved considerably. The doctors are completely overworked; and although there has been a slight easement with the coming of another doctor, whom I hope we can hold, a resident doctor would certainly take the pressure off the other doctors in Albany. I think the health authorities should look at that point and try to ease the tension and the amount of work that falls on the shoulders of the doctors there now. All folk in the country areas are in dire straits because of the lack of medical attention.

The other point to which I wish to refer—and the member for Bunbury will enjoy this one—concerns our proposed university. Albany for a long time has had a site set aside for a teachers' training college and university. The member for Subiaco tonight spoke on this subject. He pointed out clearly how those in the educational sphere were in the doldrums and were not expanding their ideas and exhibiting elasticity. I think the Education Department is slipping, and will continue to do so, until it broadens its outlook.

Educational qualifications should be decentralised; otherwise there will be one trend in academic education. I think country towns such as Bunbury, Geraldton, and Albany, should have teachers' training colleges equivalent to the first three years, and perhaps the training could be finished at the central universities over the last two years. I think we should get away from having all our educational facilities in centralised areas. The member for Melville intends to move a motion to deal with reclamation on the river, because of this centralising of the education system.

The sites are available in those other areas for the decentralisation of education and decentralisation of academic education. Research is required into the appointment of people for academic training. The teachers are not changed in this country. In America they are changed every two years. They do not get a chance to have set ideas. The member for Subiaco was on the ball.

Mr. Lewis: Are you talking about the department or the University?

Mr. HALL: The University. I am not talking about the Education Department. I am talking about higher education. We have to look at the situation and broaden

the principles of academic education. The teachers are drawn from different areas, and they should be sent out to other areas so that their thinking will be stimulated. I think it is right that we should have a look at the principle and ask ourselves whether we are going about our education in the right way.

I think the towns which I mentioned are quite qualified to have the educational facilities; they have the environment which is required. Some of the towns have quite a history which could suit persons seeking academic qualifications in that field. No doubt, it would mean better academic qualifications in this State.

The last point I wish to mention is taxation. The Premier has elaborated the reasons and requirements for the heavy burden of taxation. But can he answer this point: When he receives all this taxation, through the many devious means, how much does he lose in administration? What percentage goes back into the field? How many more times are the staff and costs increased? At every point one will find increases in taxation, but there has been no mention of staff increases which would add to costs. Just how much the public can stand, I do not know. Tax, tax, tax! I can remember a term which was used when I first came to this Parliament: the "Tax-us Rangers."

We are told that we have to match the Eastern States. I say we do not have to match the Eastern States or anyone. We have the wealth, and the will to work, and all the other requirements. We have the wealth which we are producing and a big percentage of the economy of Australia comes from Western Australia. Do we get our equity and rights and entitlements? De we need all this taxation? To me it seems most iniquitous.

I agree with the tax on drunken driving. But with regard to dangerous driving and careless driving, who is to be the judge? Are the traffic inspectors to be qualified overnight: a mechanic yesterday and a traffic inspector today, qualified to judge estimated speeds, or judge dangerous driving? Can such a man go to court and set himself up as a superior being? That man could be responsible for an individual being sent to gaol or having to pay a £100 fine. If that is not a medium of taxation, I have yet to see one.

The amount of fines in Albany for the period of seven months was £5,000-odd for traffic offences, as against £3,000 for the 12 months of the previous year. So where do we go from there? Now there is a land tax increase, a water rate increase, a motor vehicle license increase, and a driver's license increase. We do not know where to stop. There is a measure before the House inflicting increases in transport costs. The impact of those charges will be tremendous. The taxes had to be increased so that the Government can budget for the next 12 months.

One firm of transporters in Albany bought £100,000-worth of trucks so that it could handle the extra heavy harvest. What is going to be the tax increase on that firm? Already we have seen wharfage charges and shipping freights increased. There has been an increase in pensioners' rents, indirectly. Because of the country water supply authority, the pensioners have to pay for their water, which was previously covered by the rent. The member for Balcatta asked questions on this matter and it was shown that there was an increase of 4s. or 5s. in the rent. There has been no increase in the standard of living, except for a supplementary allowance of 10s. To get this, a lot of the pensioners have to live in a *de facto* relationship.

There are forms of taxation in every medium. We saw a statement in the Press made by the Premier, pressing for wage fixation. A professor in the Eastern States clearly signified that we must get down to some justice in the wages system so that a man will be paid what he is entitled to.

Consider what can occur when a fine of £100 or £200, or a six months' gaol sentence is imposed on a person in poor circumstances who has a car. Most people today have a car and the member for Pilbara made a very sane statement, to my mind, when he said we should be bowing to the motorcar as the god of all because a lot of people would sell their lives to own a car. I will mention what is happening in the circumstances to which I referred. This Government is now paying relief to one family in Albany because the breadwinner is serving a gaol sentence because he could not pay a fine. The Government is now paying out for the family because the wife and children have to be protected until such time as the Commonwealth Government takes over the responsibility—after the man has been in prison for six months.

That is the picture. With all this taxation, the primary producer will be the one to suffer. The transport and freight charges can be loaded-off, but indirectly they will go back to the primary producer. He will pay more for everything. How far can we go with the "Tax-us Rangers"? I would say that land values are up to the sky. How long can people stand the excess water charge? When the real impact of this legislation hits the working people they will really be gone, because I doubt if any member here, unless he is really rich, could rush around and find £200 tomorrow morning. It will have to be ready cash or gaol. Arrangements would have to be made with one's banker. I certainly could not find £100 or £200.

Mr. Jamieson: The member for Avon never carries less than £300 with him.

Mr. HALL: Well I recently had to lend him a dollar.

Mr. Jamieson: Did you get it back?

Mr. HALL: Yes. I would say that people generally have not all this ready cash. There might be businessmen on the other side of the House who could find that amount, and perhaps one or two on this side; but I do not think so.

I will conclude on the principal point I raised, and that is that we have gone to the limit of taxation. The Premier made a statement before the start of the session, that we had now reached saturation point and that the public could not be asked to pay any more taxes.

A member: That was six years ago.

Mr. HALL: If he said it six years ago, there was a reprint in 1965. I have a copy of it somewhere. However, I am not like the member for Fremantle; I have not got them all with me.

I wish to emphasise the point that we have reached the limit of taxation. Many innocent people will be hurt if it goes any higher, and I include fines in this category. I do not mind increased penalties for drunken driving. Had the Government made it £200 for a first offence I would have said that was all right; but I refer to the fines for other charges, such as dangerous driving and speeding. The judge of this—the superior being—was yesterday a mechanic and today he is an inspector. The member for Warren could tell us that it is not easy to become an inspector. One has to know how to act and how to judge speed to be able to tell the difference between right and wrong. The same applies to members of Parliament. It is not easy to be a good member of Parliament; it takes years of experience. That experience cannot be gained in five minutes.

Mr. Rowberry: And you don't get enough pay for it.

Mr. HALL: I would have to see how much work was done first! I repeat: Taxation has reached the limit, as have water rates, land valuations, the cost of buildings, and so on. It has reached saturation point because there has not been an equivalent adjustment to the basic wage. However, the Premier might have something in mind in this connection. The fact that he was off colour yesterday might have been why he did not bring it forward. With all these rising costs we cannot penalise the worker any more, and if the Government does not do something to improve the position we will find there will be a migration of workers, as there was 18 months ago when workers left this State to obtain work in the Eastern States because of the higher margins being paid there. That is a point the Government must watch very closely.

Progress

Progress reported and leave given to sit again, on motion by Mr. I. W. Manning.

BILLS (3): RECEIPT AND FIRST READING

1. Local Government Act Amendment Bill (No. 3).
 2. Statute Law Revision Bill.
 3. Statute Law Revision Bill (No. 2).
- Bills received from the Council; and, on motions by Mr. Nalder (Minister for Agriculture), read a first time.

BILLS (6): RETURNED

1. Taxi-cars (Co-ordination and Control) Act Amendment Bill.
2. Government Railways Act Amendment Bill.
3. Jennacubbine Sports Council (Incorporated) Bill.
4. Electoral Districts Act Amendment Bill.
5. Constitution Acts Amendment Bill (No. 2).
6. State Housing Death Benefit Scheme Bill.

Bills returned from the Council without amendment.

House adjourned at 10.59 p.m.

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

QUESTIONS (9): ON NOTICE**INSTITUTE OF TECHNOLOGY***Facilities for Students*

1. The Hon. J. DOLAN asked the Minister For Mines:

As adequate student facilities, including canteen services, will be an urgent need in the 1966 school year, when can it be expected that these will be provided at the Western Australian Institute of Technology?

The Hon. A. F. GRIFFITH replied:

Depending upon the Commonwealth's agreement to the plans for the next stage it is hoped that a students' amenities block will be provided towards the end of 1966 or early in 1967.

2. *This question was postponed.*

ROAD FUNDS*Commonwealth Grants to Western Australia*

3. The Hon. H. C. STRICKLAND asked the Minister for Mines:

(1) Through the provisions of the Commonwealth Aid Roads Act (No. 39 of 1959), what moneys has Western Australia received each financial year from the 1st July, 1959, until the 30th June, 1964?

(2) For each of these years, what were the amounts apportioned to Western Australia by the distributing formula of—

(a) one third to population;

(b) one third to area;

(c) one third to motor vehicle registrations?