

# Legislative Assembly

Tuesday, the 16th August, 1977

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

## HANSARD

### Availability

**THE SPEAKER** (Mr Thompson): I regret to inform members that there have been considerable production difficulties in connection with printing the last two weekly copies of *Hansard*.

At this stage I expect the copy relating to last week's sitting and that of the week before, to be available tomorrow.

The Government Printer has apologised for this unusual delay.

## QUESTIONS

Questions were taken at this stage.

## STANDING ORDERS

### Suspension

**SIR CHARLES COURT** (Nedlands—Premier) [5.08 p.m.]: I move—

That so much of Standing Orders be suspended as is necessary to enable the remaining stages of the "Death Duty Assessment Act Amendment Bill", the "Death Duty Act Amendment Bill", the "Road Traffic Act Amendment Bill" and the "Acts Amendment (Pensioners Rates Rebates and Deferments) Bill" to be completed in one sitting and to enable the aforesaid business to be entered upon and dealt with before the Address-in-Reply is adopted.

Members will be aware that it is hoped we will be able to rise for one week after the end of next week's sitting. In that time we hope to have the Address-in-Reply completed and, as mentioned earlier, we also have to pass the four Bills mentioned in the motion, which Bills deal with three particular subjects.

This matter has been discussed with the Leader of the Opposition and it has been explained that if we are to complete the passage of these Bills in the time available we have to get them through this House ahead of the Address-in-Reply so that the Legislative Council, in turn, will have reasonable time during which to debate the Bills and send its reply to this place.

It is important that the four Bills be dealt with before the House rises at the end of next week for the one-week adjournment. The actual timing of the debate on the Bills will be by mutual arrangement with the Opposition, and will fit in with times considered appropriate—having regard for a reasonable time being allowed for the Opposition to study the legislation. I shall move for the second reading of the Death Duty Assessment Act Amendment Bill and the Death Duty Act Amendment Bill today. In the main, they are fairly simple measures and I do not think they will involve a tremendous amount of debate. If there is any difficulty with regard to the interpretation of the provisions of the Bills, assistance can be provided accordingly.

**MR JAMIESON** (Welshpool—Leader of the Opposition) [5.10 p.m.]: As the suspension of Standing Orders for the passing of these Bills was part of the agreement we tentatively arrived at during the debate on sitting hours for the session, naturally the Opposition desires to support the motion.

I indicate to the Premier that in view of the fact that we had parallel policies on several of the matters to be discussed—those involved with the Death Duty Assessment Act Amendment Bill and the Death Duty Act Amendment Bill—they will not require much debate; nor will the Acts Amendment (Pensioners Rates and Deferments) Bill require much debate because our policies were parallel with regard to those matters also.

However, there might be some difference of opinion with regard to the Bill to amend the Road Traffic Act. I think the Premier should keep that in mind when scheduling discussion on the Bills.

I see no reason for not proceeding with the Bills, perhaps, on Thursday of this week. They contain no earth-shattering provisions, and while it is normal to give an adjournment of a week, it will not be necessary in this instance. The debate on the Bill to amend the Road Traffic Act may carry over into next week; that is up to the Premier. That seems to me to be the course the debate will follow.

Question put and passed.

## BILLS (2): INTRODUCTION AND FIRST READING

1. Industrial Arbitration Act Amendment Bill.
2. Public Service Arbitration Act Amendment Bill (No. 2).

Bills introduced, on motions by Mr Grayden (Minister for Labour and Industry), and read a first time.

**BILLS (4): MESSAGES***Appropriations*

Messages from the Governor received and read recommending appropriations for the purposes of the following Bills—

1. Acts Amendment (Pensioners Rates Rebates and Deferments) Bill.
2. Mine Workers' Relief Act Amendment Bill.
3. Fertilizers Bill.
4. Education Act Amendment Bill.

**DEATH DUTY ASSESSMENT ACT  
AMENDMENT BILL**

*Second Reading*

**SIR CHARLES COURT** (Nedlands—Treasurer)

[5.16 p.m.]: 1 move—

That the Bill be now read a second time. This is a very important Bill. It is important from the point of view that it will provide total exemption from death duty for bequests passing to a surviving spouse.

This legislation is to give earlier effect to the policy undertaking to abolish death duty on assets passing from spouse to spouse over two years.

The Bill now before the House is but the first step towards the total abolition of death duty in Western Australia. Total abolition is the second policy undertaking.

In giving this undertaking, the Government said it will progressively abolish all remaining death duties over the next three Budgets with the aim of not having to impose alternative taxes which could be even more burdensome.

Initially, as I have said, it was planned to grant the spouse-to-spouse exemption over the next two Budgets. However, because of our sound and successful management of the State's finances in 1976-77 and the Budget situation for the current year, we are now in a position to pass on the benefits of good management to the public by exempting totally from death duty, earlier than promised, all those assets passing from spouse to spouse. This proposal will apply to the estates of persons dying on or after the 1st July this year.

The main elements of the Bill are—

- to exempt from duty any assets passing to a widow or widower; and
- to preserve the existing benefits of children and grandchildren who currently enjoy an indirect benefit from the manner in which

the present "spouse allowance" is applied when assessing duty.

The present legislation provides for a sum of \$50 000, being the amount of the current "spouse allowance", to be deducted from the final balance where all or part of the estate passes to a surviving spouse and the balance of the estate passes to children or grandchildren.

This decrease in the final balance has a two-fold effect. Firstly, the balance of the estate on which duty is calculated is reduced; and secondly, the decrease in the balance reduces the "rate" of duty that would otherwise be charged on that final balance of the estate.

Therefore, in these cases there is an indirect benefit to children and grandchildren beneficiaries, as the reduction in the final balance by the amount of the existing "spouse allowance" reduces the amount of duty payable by those beneficiaries.

Provision is made in the Bill that from the 1st July, 1977, an amount of \$50 000 will still be deducted from the final balance of the estate, when only part of the estate passes to a surviving spouse, before the duty is calculated on the assets passing to children or grandchildren. This provision will ensure that a child or grandchild, in these circumstances, will not be disadvantaged by the fact that after the 1st July a surviving spouse will no longer have to pay any death duty.

In other words, a child or grandchild who benefits from an estate will not under this Bill be called upon to pay 1c more duty than he or she would pay under the current method of assessing duty with a "spouse allowance" provision.

The Bill also covers all those situations where the estate or portion thereof passes to a dependent child or is bequeathed to a surviving spouse who has a dependent child. In these cases the final balance is further reduced by the appropriate amount of \$10 000 for each dependent child, before assessing any duty payable by the other beneficiaries as defined and to whom the concessional rates prescribed in table 1 of the Death Duty Act apply. From the foregoing it is clear that no beneficiary will be disadvantaged by the proposals now before members.

It is important for members to realise that in this regard Western Australia is ahead of most of the States, if not all of them, because of the way we give our deductions before the rates of duty start to apply. Some of the other States give a deduction but it does not have a beneficial effect on the rates of duty which apply.

Other existing concessions included in the law which also reduce the final balance of an estate

before any duty is calculated—being the furniture and personal effects allowance and the provision concerning a rebate of duty when two deaths occur within a period of 10 years for closely related parties—are provided for in the amending Bill. Thus the present practice will continue to apply for the remaining table 1 beneficiaries after the spouse-to-spouse proposal receives assent and becomes operative.

The costs to revenue of the proposals now before members are estimated at \$2.5 million in 1977-78 and \$3.9 million per annum when fully operative.

As stated initially, the spouse-to-spouse exemption is only the first step in the Government's programme to phase out death duty responsibly. The Bill now before the House will implement the first part of our programme and I commend it to members.

Debate adjourned, on motion by Mr Jamieson (Leader of the Opposition).

## DEATH DUTY ACT AMENDMENT BILL

### *Second Reading*

**SIR CHARLES COURT** (Nedlands—Treasurer) [5.23 p.m.]: I move—

That the Bill be now read a second time. For the benefit of new members I explain that when we have an assessment Bill such as the one we have just dealt with there is usually an accompanying taxing Bill. Therefore one Bill is the Death Duty Assessment Act Amendment Bill and the other is the Death Duty Act Amendment Bill.

This Bill is necessary as a consequence of the proposed amendments to the Death Duty Assessment Act. The sole purpose of the Bill is to delete the reference to widow and widower from the class of beneficiaries listed in table 1 of the schedule of duty rates. Table 1 lists those persons normally referred to as the near relatives of the deceased person, being the widow, widower, children, grandchildren, other issue, or dependent parents.

On and after the 1st July, 1977, bequests to a surviving spouse will be specifically exempted from duty under the provisions in the Death Duty Assessment Act Amendment Bill and, therefore, table 1 rates of duty will no longer need to apply to a widow or widower.

I commend the Bill to the House.

Debate adjourned, on motion by Mr Jamieson (Leader of the Opposition).

## FERTILIZERS BILL

### *Second Reading*

**MR OLD** (Katanning—Minister for Agriculture) [5.25 p.m.]: I move—

That the Bill be now read a second time. As members are aware, the provisions of the Fertilisers Act, 1928-1973, which relate to the production, marketing, and sale of fertilizers in Western Australia have been administered by my department for many years. During this period the production and handling of fertilizers in Western Australia have been subject to several major changes, the effect of which has made essential a revision and updating of the Act.

Land development in the 1950s and 1960s took place at a rapid rate, made possible by the policies adopted by the then Government of opening for selection extensive areas of Crown Lands, by the development of new equipment, and by the results of research conducted by departmental officers establishing the essential role of trace elements in fertilizers where cereal and pasture production are concerned.

Pasture improvement based on the sowing of subterranean clovers first became popular in the 1930s, and was adopted widely throughout the agricultural areas in the years after the second World War.

These developments had the effect of causing a very large increase in demand for fertilizers as well as major change in types of fertilizers. The extensive tracts of light soil areas brought into development post-war resulted in a very large demand for trace element mixtures in prepared fertilizers—probably the largest in any part of the world. More recently, increasing grain values have encouraged the use of nitrogenous fertilizer, resulting in the manufacture of compound fertilizers.

The rising costs of labour and materials have also led to extensive mechanisation, and this in turn has led to the adoption of farming methods based on use of bulk supplies of fertilizers.

There have also been great changes in the methods of analysis developed by scientists throughout the world. However, since the methods of both sampling and analysis are specified under the Act and its regulations, many of these modern techniques have not been able to be put into use by analysts in this State. Further, the present Act does not provide for control over fertilizers sold in bulk, and since the major part of fertilizers sales is now made in bulk form the inability to supervise the quality of this material has been a major problem.

The revised legislation presented in the Bill before members provides for adequate control over the sale of bulk fertilizers and recognises current international practice in that ingredients are now to be expressed as the element—for example, phosphorus, copper, or potassium—rather than as a compound—for example, phosphate or potash. Additionally, any element or compound claimed to condition the soil so as to result in improved plant growth or production is now also included in this legislation.

The Bill increases the period of registration for fertilizers from one to three years. This will greatly simplify administration and the work required of companies in the registration of their products. The procedures relating to sampling and analysis are also based on international practices. These procedures are to be placed within the regulations rather than in the Act, thereby facilitating any changes which become necessary as a result of further improvements in techniques.

The Bill further provides for the levels of allowable deficiency to be prescribed in the regulations rather than to be specifically stated in the Act. This change will readily permit the modification of standards in the light of newly available knowledge or changes occurring in international standards.

Finally, the Bill standardises definitions and terminology in accordance with interstate and international practice so as to eliminate anomalies encountered under the present Act.

The revision provides a much needed updating of the present legislation and I commend the Bill to the House.

Debate adjourned, on motion by Mr H. D. Evans.

#### ADDRESS-IN-REPLY: SEVENTH DAY

##### *Motion*

Debate resumed, from the 11th August, on the following motion by Mr Hassell—

That the following Address-in-Reply to His Excellency's Speech be agreed to—

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

MR CRANE (Moore) [5.29 p.m.]: I rise to support the motion moved by the member for Cottesloe, and in doing so I would first of all

like to congratulate you, Mr Speaker, on your elevation to your office. My first term in this Parliament was a wonderful experience for me, and during that time I never failed to be impressed by the dignity afforded this place by your predecessor. I am sure you will carry on those high ideals and we will see a well conducted Parliament.

I would like to congratulate the new members of this House. I will not name them because there is quite a number of them; I hope their stay here will be an enjoyable one although I can assure them at times it will be a most frustrating one.

I would mention particularly the amendment of the laws pertaining to Parliament to enable ministers of religion to enter this place; because this is something which was brought to my notice in Moora during my last term of office. I am pleased to see we now have in our midst the member for Dianella.

Mr Tonkin: Hear, hear!

Mr CRANE: I am sure sometimes he will come to grips with his conscience during his stay in this place; he will face situations in which his politics and his Christian ethics are at variance; and I wish him every success. While speaking in this vein, I would say sincerely that if the laws contained in the 10 commandments were lived up to by all of us, there would be little need for many laws to be passed by the Parliament.

I would mention also some of those who have left us, and I mention particularly the death of the Hon. Jack Heitman who was a colleague in my electorate. I refer also to Sir Ross Hutchinson; I hope he enjoys his retirement. It is also important to remember such a fine parliamentarian as the Hon. John Tonkin, the previous member for Melville. He was always a friend to new members in this House, and he helped me on many occasions both inside and outside of Parliament. I congratulate him on the honour he received today, as was mentioned in the Press, and I hope he enjoys a very full retirement.

I would also mention the staff of Parliament House, and thank them for the help they have given me. It needs only a smile and a few words to these people, and one gets all the help one needs. They are most obliging, and I am truly thankful to them. I include in that the staff of *Hansard*.

Since the previous Parliament closed its doors in the early hours of the morning we have had a State election. That election of course, was

fought by all of us on new boundaries. I lost half of my previous electorate, and I would like to say how sorry I was to lose the people in it. I lost four shires which represented half of my previous electorate, and in those areas I came to know many people who were most helpful to me in my work. I hope that perhaps in some way I was able to be helpful to them.

However, friends must go and other friends must come and take their place; and so I welcome into my electorate those parts of the Shire of Wanneroo which I serve and also the Shire of Chittering. I thought mine was a rural electorate; indeed, it is supposed to be. However, sometimes I wonder because the area of Wanneroo which I represent is closely settled. Perhaps the navigation went a little astray in that respect. However, I mention in passing that I found out most conclusively while knocking on all those doors that it is not only policemen and prostitutes who walk the streets; parliamentarians walk them also. It took me many a hot day to get around to all those houses and knock on all those doors. However, I welcome those people into my electorate, and I have now had the privilege of making many friends among them.

In Wanneroo a hospital is being constructed which, I understand, is only three months behind schedule. There is no need for members opposite to laugh like that, because I really believe it is only three months behind. Sometimes I wonder whether members opposite are laughing, talking, or whether it is their ears flapping.

We have a problem in Moora because the hospital there is in need of renovations which are almost ready to proceed. Additions also are needed to the Moora Hospital, and I feel sure they will be made within the next three years.

My electorate experiences problems which many people who live in the metropolitan area would not understand. One of those problems is in respect of transport. This problem is twofold. First of all I refer to buses which enable people to commute to their centres. The problem in this regard is particularly evident in the new area I have inherited north of Wanneroo, which includes Burns Beach, Quinns Rock, and the Yanchep-Two Rocks area. Unfortunately the Metropolitan Transport Trust is just that; it does not go outside of the metropolitan area except where it has taken over from a bus service which was previously operating.

I feel there is an urgent and pressing need for the Metropolitan Transport Trust to take a serious look at its policy, because the three places I have mentioned north of Wanneroo must have a better transport service. This applies also to Muchea

in the Chittering Shire; it, too, requires a better transport service. I can assure the Minister for Transport—and anyone else concerned—that I will be knocking on his door very often over the next few months.

The other aspect of the transport problem relates to heavy haulage. At this stage I would like to congratulate the member for Murchison-Eyre on the address he made last week when he put before the House the needs of the people in the northern areas, particularly in respect of the intended closure of the Meekatharra railway line which serves his electorate. He put before us something we do not hear very often in this Parliament: sound reasoning. So often we hear debates in this place which really are designed only to tear down the Parliament and not to build up something. However, the member for Murchison-Eyre presented a strong plea on behalf of the people in his electorate, and I would support him in what he said.

I would not elaborate on the matter except to say that I believe the railway line he mentioned could continue to Mt. Newman. I am aware that a private line owned by the mining company concerned runs to Port Hedland from Mt. Newman; and if we look far enough into the future we can see that a proper standard gauge railway line connecting the metropolitan area with the north could provide a great saving in the cost of haulage and in the cost of the tremendous amount of upkeep of our highways, which is necessary as a result of their being broken up by road transport.

I think we may have to look at policies whereby it is necessary for heavy goods to be carted by rail, even in the agricultural areas. Although this may hurt some people, I believe road transport should be confined more to the cartage of perishable goods and small parcels rather than the heavy haulage of superphosphate and grain. We would certainly miss the railways in country areas if they are forced to close down; and unless we are prepared to support them by giving Westrail the opportunity to haul heavy goods we may lose these lines in the not-too-distant future.

There are other problems in my electorate. People in the Two Rocks area are very concerned at the lack of adequate police protection. I have been told that a new police complex in Warwick will take the pressure off the Wanneroo station, but that is not the same as having a policeman stationed in one's town. I would hope that before long we will receive more police protection in that area, and in the whole area north of Wanneroo; even if it is in the form of a policeman equipped with a vehicle with a roving

commission, perhaps attached to the Wanneroo station, who would travel throughout the area and possibly reside within it.

Communications throughout the electorate are not as bad as they were when I took over, but they are still sick. Unfortunately we have in Australia a policy—I do not know when it was introduced—whereby it is desirable that people should be able to lift their telephones and dial anywhere in the world at any time. I would remind members that many people in the outback do not wish to dial anywhere at any time; they wish only to be able to communicate with their centres.

We have a policy which no longer allows overhead cables to be used; underground wiring must be installed. I believe that until we have caught up with the backlog we should encourage a policy allowing overhead cables to be installed by people in the outback so that they may be connected to their centres. I have had instances of people who have had to pay \$4 000, \$5 000, and \$6 000 merely to have a telephone connected, and that is a ridiculous impost upon those who serve the outback areas.

Water is a problem in parts of my electorate. I am sorry that we are facing another drought this year, although it has not affected to any great degree the crops in my electorate. However, it certainly has affected water supplies. I see the need for improvements to be made to the water supply situation in this State, and later in my address I propose to make suggestions.

I believe we should extend the comprehensive water supply scheme. Some very dry areas in my electorate, including parts of the Shires of Dandaragan, Moora, Dalwallinu, Wongan-Ballidu, Victoria Plains, and Chittering—possibly even parts of the Shire of Gingin—could be served by this scheme if it were extended.

The industries throughout my electorate are varied, and crayfishing is one of them. A suggestion I would like to put to the House, to which I hope the Government will give serious consideration, is that the law which decides the size of rock lobster boats be changed. The size of these boats dictates the number of pots they are licensed to carry, and I believe for reasons of safety that that is wrong. The size of the boat should not matter. It is my opinion we should introduce legislation so that the number of pots a boat is permitted to carry is decided by the deck space available on the boat; thus, if the working space is, say, 20 feet long, so many pots would be allowed to be carried. This would make crayfishing much safer for the people in the industry, and also it would

give the fishermen an opportunity to use their boats for other purposes, such as catering for fishing parties. I point out there are some good fishing grounds off the Western Australian coast. Such an alteration to the appropriate legislation would be a sensible move and would not interfere at all with the livelihood of anyone.

Mr Davies: You would need the number of pots to be dictated by the square footage of the deck rather than the length, otherwise you would end up with long narrow boats.

Mr CRANE: Yes; that reminds me of the klongs in Thailand. However, I agree with the honourable member that it should be on the square footage.

Mr H. D. Evans: The what of Thailand?

Mr CRANE: The klongs.

Mr H. D. Evans: With feathers!

Mr CRANE: I understand why the member for Warren asked that question.

Mr B. T. Burke: It's a pity no-one else does.

Mr CRANE: There is another matter I would like to bring to the attention of the House and this causes me a great deal of concern—I refer to the Companies Act. I shall give an instance of two people in my electorate who were most seriously affected. They legitimately bought new Fiat engines for their crayboats for which they paid \$6 800 in cash and two days later the company from whom they bought these engines went into receivership. It seems now that they have lost their engines, their money, and their hearts.

I understand that one of the directors of the company, Volvair Proprietary Limited, has told them that he will soon be able to go into business again and sell them another engine. I believe it is wrong that companies can go into business, go into liquidation, and then come out a few weeks later having lost the funds of those people, and start again and sell them something else. In my opinion there is something seriously wrong with the Companies Act and it will be my intention to ensure that either these people get back their money or their engines or that this particular person does not go into business to sell them another one.

Mr Tonkin: Are you in favour of an amendment to the Companies Act?

Mr CRANE: My word I would be, after I have had a look at it!

Mr Tonkin: Good on you!

Mr CRANE: Throughout my electorate in the last few years, particularly on the coast, we have been faced with the problem of squatting. I believe we have not solved this problem merely

by making a recommendation that certain areas be developed as townsites, but we should look again at what has been done. I commend the Ministers responsible for the surveys which were done only in the last few years on defining these areas; and the Minister for Local Government, Urban Development and Town Planning is one of these Ministers to whom I refer.

I believe we have not gone far enough. Many areas on our coastline in Western Australia lend themselves very well to camping or holidaymaking but not to development as a townsite. In the Shire of Dandaragan there are three such areas—Sandy Cape, Green Islets, commonly known as Grey, and Wedge Island. I believe all these places could be developed by people who could lease the areas as camping areas or for the building of a suitable residence along the lines which have been carried out in South Australia.

I do not think there is anything wrong in taking a leaf out of someone else's book. Recently I took a deputation to the Minister for Lands and Forests on behalf of the Wedge Island Progress Association. I am sure the member for Avon will be interested in this because he represents some people who go there for holidays and live in these holiday shacks. These people have formed an association. Some of them have lived there for more than 20 years and they desire to be able to lease from the Government an area of land asking for nothing in return except the right to live there, to build suitable residences, and to obey all the necessary by-laws with regard to health.

This situation existed in South Australia and I understand that last year the Premier of South Australia (Mr Dunstan) had a survey done of his areas which included not only the coast but inland rivers as well. Ninety-eight per cent of the sites were investigated and catalogued, as was done here, as suitable for building purposes or for camping sites. I believe 4 200 spots were actually visited. That seems a lot to me and I am sure it may have been 4 200 residences, but this point has not been clearly defined. Of the places visited at least 85 per cent were considered not satisfactory. So there was a very small number of sites which Mr Dunstan agreed he could lease to campers. But he did lease the remaining sites on a 10-year basis with a possibility of renewal after that time. There are certain rules and regulations which apply, including health regulations; and the dwellings cannot be of a brick structure but must come up to the standard of the local governments concerned.

I believe what has been done in South Australia could well be done to advantage here.

It is never too late to look at a problem and even make a different decision on it as long as it is the right decision. I should like to say that what the Don can do in South Australia, Sir Charles ought to be able to do better here.

Mr Bertram: You hope so. There is no evidence to support it, of course.

Mr CRANE: I hope we can supply evidence in a couple of years' time, but I commend Mr Dunstan on what he has done there. I believe he has shown—and these people are sometimes referred to as socialist Governments—what he can do for people. I hope that a free enterprise Government in Western Australia can do likewise. I would be disappointed if it did not.

I was going to touch on meat marketing but I feel I should not in view of the fact that a referendum is due shortly on the matter.

Mr H. D. Evans: Why not? Tell us about the referendum.

Mr CRANE: It is not *sub judice*, but I was going to touch on it because of my happy involvement, with the thankful co-operation from members of this House last year, in conducting a Royal Commission into the meat industry. But one thing I should like to stress at this point is the importance of such inquiries. I have been here for only three years but in that time I have seen that at least 75 per cent of the time in Parliament is spent in criticising each other.

Mr Bertram: That is wrong.

Mr CRANE: It may be wrong; perhaps the figure is higher than that. I believe we can do a lot more in this place if, rather than criticising each other, we co-operated with each other. The Royal Commission last year gave us an indication of how this can best be done. Those members who were on the commission—and I notice that three of them are in the Chamber now—will agree with me when I say that party politics did not raise its ugly head. There has not been an interjection, so I think they must agree. For that reason I believe a lot more could be done in this place if similar inquiries were made.

I believe there is a strong need for a standing committee to be appointed which would always be ready to operate on such matters of importance.

Mr Tonkin: Hear, hear! I hope you vote that way later on this year.

Mr CRANE: I believe there are many areas of inquiry such a committee could look into. I know I am going to raise hackles when I mention one of them; that is, truth. There has been much speculation and publicity about the affairs

of South Africa and Rhodesia, and a lot of it comes from people who have not been there. I am not supporting the cause of the Rhodesians and the South Africans or their critics but if a committee from both sides of this Parliament could travel to these areas, perhaps in company with someone from the Press, and report back to the Parliament and the people of Western Australia on the facts, we would be giving a very valuable and needed service. I do not know how it would be funded. Perhaps the Treasurer could use some of the \$16 000 that members on this side of the House saved the Treasury by not taking their last parliamentary rise. If this were done there may be a contribution from the other side of the House.

Several members interjected.

Mr CRANE: There is plenty of opportunity for those who interject to make an offer. I believe such an inquiry could be of great benefit to Australia so that the truth would be known. I am not saying that I know what the truth is. I have many views on the truth which may not necessarily be correct. But I believe such a committee would bring back the true story and then we could argue in favour of something which in any event should be allowed to continue; that is, the Rhodesian Information Centre in Sydney. I do not believe the truth should be stifled in a democracy or in any part of the world, for that matter. I believe this centre should be allowed to remain open and I completely dissociate myself from some of the statements made by our Prime Minister when he has of late tried to be trendy. I believe on too many occasions we see leaders in high places playing politics by being trendy.

Another instance of this from which I completely dissociate myself was the disservice done to the institution of Parliament only a few months ago when people in our Federal Government, who had so vigorously campaigned against Mr Whitlam when he wanted to introduce certain referendums, immediately did a somersault and supported the referendums when it was they who wished to introduce them. That was hypocrisy of the highest order and I am happy to say that I belong to a party which was the first to condemn such action. I most sincerely thank the Premier for supporting us in the stand we took.

Mr H. D. Evans: What about the same refreshing approach to meat marketing? Tell us about the referendum.

Mr CRANE: I shall say something about meat marketing as the member for Warren has asked me to do so. He will recall that we were looking

into the aspects of increased costs in meat marketing and during our inquiries we looked at the service abattoirs in Victoria. We found there that both service abattoirs were leased by a private company run along private enterprise lines. I think the name was Protcan Industries, if my memory serves me correctly.

Mr Old: The member for Warren should know. He was on your committee.

Mr H. D. Evans: I was not with you at the time.

Mr CRANE: That is right, the member for Warren was not with us at the time; he went to the Kimberleys. From the success experienced in Victoria it was evident that private enterprise was running the service works satisfactorily. One of the recommendations the commission made was that our Government should look seriously at the possibility of this being done here, because something which concerns me greatly is the escalating killing charges in service abattoirs. The other abattoirs in this State base their costs on those at Midland Junction, which naturally they put—

Mr H. D. Evans: If I could just interject—

Mr CRANE: The honourable member made his speech last week. I hope he will allow me to make mine now.

Mr H. D. Evans: But are not the costs lower in Victoria?

Mr CRANE: No.

Mr H. D. Evans: The member for Vasse always tells me they are.

Mr CRANE: I have a list of the killing charges at Midland, which is difficult to interpret, but looking at a reasonably sized animal, over 150 kilograms—we are talking about cattle—it seems that the actual killing cost is approximately \$22 per head. We find when we look at an export abattoir at Casino, in New South Wales, that cattle of any weight and bulls up to 181.5 kilograms cost \$10 per head. There is a tremendous difference between \$22 and \$10. Therefore, I believe that perhaps there is some validity to the claim by the trade in Western Australia that our killing charges are a little high.

Mr H. D. Evans: Are our service abattoirs cheaper here than the service abattoirs in the east?

Mr CRANE: It depends upon which abattoir the honourable member is talking about. I am quoting the figures for the abattoir at Casino which is an export abattoir owned by the Northern Co-operative Meat Company Limited.



Mr H. D. Evans: The member for Vasse has assured me of this time and time again.

Mr CRANE: Some years ago, I cannot remember precisely when it was, a survey of abattoirs in Western Australian was carried out. The member for Warren referred to this the other day in his address. The Towns and Austen report was the result of this inquiry. It recommended that Midland Junction Abattoir should not increase its size above 8 000 head of smalls per day.

We know there were many good reasons that that recommendation was not adhered to precisely at the time. I am sorry that it was not adhered to because we found ourselves in trouble later on.

Mr H. D. Evans: If you had not waited for three years you would not be in trouble.

Mr CRANE: I have heard that the overheads at Midland are too great. I am not criticising the management because I believe it is excellent; however the overheads are too great. For this reason I strongly recommend that we look favourably at allowing the construction of a private abattoir which would take the load off the Government works and enable the Midland Junction Abattoir to reduce its load progressively over the next few years, bringing it back to a manageable size.

Mr H. D. Evans: If you build another abattoir now, you would take the throughput away from Midland and create a worse mess. Have you not caused enough trouble already?

Mr CRANE: The throughput is not there now and we are in so much trouble that, to use a nautical term, we have to cut the painter. The member for Warren asked me for some comments and I have made them.

Mr H. D. Evans: You did not mention the meat referendum.

Mr CRANE: I have little time left. I have spoken for longer than usual but I understand we go to tea at a quarter past six, so I would like to add a few comments about something which is concerning me greatly and it is something which ought to concern every person who lives in this country. I am referring to the taxation burden which is increasing and is caused, in my opinion, by the debt burden which has grown progressively over many years. I shall now refer to some figures for the information of members.

In 1930 Australians paid \$28 per head in income tax. This figure had risen by 1970 to \$588 per head. In the last seven years it has

jumped from \$588 per head to \$1 527. It is easy to say that must have been the fault of the Government in power during those last seven years and no doubt a number of its policies accelerated this figure. However, the fact remains that if we continue along the path we have been following over the last 30-odd years, I would agree with the member for Subiaco who said the other day how worried he was because he does not know where we are going. I can see that this country will be totally bankrupt in a very short while.

Mr Bertram: I agree.

Mr CRANE: It appears as if someone agrees. I suggest that we refer back to an address which was made in 1930 by none other than Sir Winston Churchill.

Mr H. D. Evans: Yes, unemployment was about the same then, wasn't it? That is most appropriate.

Mr CRANE: This is what Sir Winston Churchill said at that time—

Direct taxation has risen to heights never dreamed of by the old economists and statesmen, and at these heights has set up many far-reaching reactions of an infrugal and even vicious character. We are in the presence of new forces not existing when the text-books were written...

How often do we hear those words today? It continues—

Beyond our immediate difficulty lies the root problem of modern world economics; namely, the strange discordance between the consuming and producing power...

If the doctrines of the old economists no longer serve for the purposes of our society, they must be replaced by a new body of doctrine equally well-related in itself, and equally well-fitting into a general plan...

It was obvious that at that time Sir Winston was concerned, just as we are today, and I believe that the manner in which our capital works are financed is the cause of most of our problems. We have the answer to this problem in our own Commonwealth Bank. Unfortunately we are represented in Federal Parliament in Canberra by people who, once they are elected, seem to show little concern for the State they supposedly represent. How often do we see our Premier going to Canberra to fight with the Prime Minister for more funds for Western Australia, when this ought to be done by our own members, not only the members of the Government but also the members on the other side as well.

Mr H. D. Evans: He said that once he got the Whitlam Government out of his hair we would be right.

Mr CRANE: It does not matter which Government is in office in Canberra, under the present fiscal policies the results will be the same.

Mr Bertram: You do not believe the Premier?

Mr CRANE: In 1912 the Commonwealth Bank opened its doors with £10 000. Seven years later, when receiving a deputation from people concerned about unemployment, the Governor of the Bank at that time, Sir Denison Miller, was asked, and I quote—

In your address in London, Sir Denison, you stated that to meet the necessities of war certain things had to be done by you which, before the war, would not have been dreamed of. You financed Australia for £350,000,000 for war purposes, and, had the war continued, you could have financed another £350,000,000. Are you now prepared to finance Australia £350,000,000 for productive purposes?

And Sir Denison replied, "I shall do my best", and he went on to say, and this is the most important part which members should remember—

The whole of the resources of Australia are at the back of this bank, and so strong as this continent is, so strong is this Commonwealth Bank . . . Whatever the Australian people can intelligently conceive in their minds and will loyally support, that can be done.

In other words, that which is physically possible can be made financially possible.

How much is it, Mr Speaker, that we need to get finance of this kind to service the capital needs of Western Australia? Here in this State 8 per cent of Australia's population provide 20 per cent of its income. There are so many things which need to be done and so little time in which to do them.

In 1937 there was a Royal Commission on banking the report of which ought to be the text book of every member of Parliament because it has a lot of the answers we need.

The SPEAKER: The member has five minutes.

Mr CRANE: There is so much to be done here. Water resources are at a premium. I mentioned earlier the comprehensive water scheme and yet we are told we cannot afford it. Surely this could be provided as a capital expense from such avenues as I have just suggested. We should

be considering bringing water from the north, or perhaps more particularly, looking at the possibility of using icebergs from the Antarctic.

It is interesting to note that Prince Muhammed al Faisal, Governor of Saudi Arabia, has suggested towing icebergs to Arabia to help the water situation there. In South Australia I understand there are two scientists, one a meteorologist, Professor Peter Schwerdtfager and Dr John Bye, who are investigating this very same possibility.

The southern parts of Western Australia, Esperance and Hopetoun, are devoid of water in the inland areas. We have a channel on the southern coast which was discovered by *HMAS Diamantina* several years ago. This channel is very deep and could be used for towing icebergs which could serve the comprehensive water scheme and supply water to the whole of our metropolitan area.

I believe we should set up in our university the same facilities as are provided in South Australia, to study the possibility of bringing icebergs through drift and current to Australia where they can be fed into our comprehensive water scheme. This would solve one of the greatest problems we have today. I understand from inquiries and investigations made, that water from icebergs is 10 times cheaper than desalinated water.

I am sorry to have taken up so much of the time of the House, but I have not said half of what I would like to say. I have given members a few ideas of what can and ought to be done.

Unfortunately we have very few statesmen left in Parliament. Nearly all members are politicians. The difference between a statesman and a politician is that a statesman thinks of the next generation and a politician thinks of the next election: so here is a challenge to us all.

Never before have we faced such a critical situation where, if we work together in Parliament instead of working in opposition and tearing each other's hearts and throats out, we will be able to achieve much more for the people who are relying upon us to serve their needs. I believe this is demanded of us and it is consistently in keeping with our Christian ethics.

Mr Tonkin: Do you mean you believe the Government should listen to our amendments?

*Sitting suspended from 6.15 to 7.30 p.m.*

DR TROY (Fremantle) [7.30 p.m.]: Mr Speaker, Fremantle rates as the third busiest general cargo port in Australia. It is an important integrating point, so to speak, of the economy of Western Australia with the rest of the world.

Not surprisingly, it is frequently a point where the problems of that world economy first become evident.

The story of grain handling in the port is very instructive. This process has moved from labour-intensive bag handling to a highly automated capital-intensive industry effort. The new facility at Cockburn will soon be able to load ships at a rate of 5 000 tonnes an hour using a total team of 20 to 30 workers on a shift basis. It will be possible to discharge the whole of Western Australia's grain crop in less than three months of operation.

This story is not peculiar to grain handling. In the 20-year period from 1956 to 1976 the amount of cargo handled has increased from 24 million tonnes annually to 47 million tonnes annually. The labour force has decreased from 1 700 workers to 1 100 workers. The fixed capital investment has grown even more dramatically. Conservatively, it has increased by a factor of eight. The wage component of handling one tonne of cargo across the wharf today stands at about \$2.40 a tonne, compared with the 1956 figure of \$8.40 a tonne. That figure is adjusted for inflation.

Today ships are far bigger and more highly automated with smaller crews. Consequently, the wage component of the cost of sea transport for one tonne of cargo has also shown a dramatic fall. It is this phenomenon that has led to the decline in most of the outports in this State.

The Robb Jetty Meat Works demonstrates the same process. Both the beef and the mutton slaughter chains are highly automated. Had they the number of animals to slaughter, the team of men could process a higher number with a decreased wage component in the cost, if only we had a market on which to sell our meat. Therein lies a huge problem for Western Australia.

The scene which is evident in the port is not peculiar to Fremantle. The July figures of overseas reserves which were published last week point to the fact that the processes seen in Fremantle are quite general in Australia. Exports for the month increased by \$76 million, while imports decreased slightly. There was a small net capital inflow. In total, as a country we are producing more, using less, and still have an increasing number of unemployed. Despite these efforts, our overseas reserves went down by \$325 million. They now stand at \$3 053 million after a bit of book fiddling with gold values. They are now less than they were before devaluation took place last year.

The increased loss from Australia has been caused by an increase in the so-called "invisibles". The particular item which causes the most concern is the huge mark-up in freight rates both to and from Australia. The high charges do not relate to Australian wage rates but rather to the fact that Australia has no significant merchant marine in international trade. We are entirely at the mercy of the overseas shipping corporations.

These corporations take no risks with the production of goods, be they primary or secondary. They take no risks with the actual sale or the finding of the market. But in the true tradition of pirates they are able to obtain a huge slice of Australian productivity with almost no effort and certainly no risk on their part. Successive conservative Governments in Australia have pursued policies which are in the direct interests of those pirates rather than in the interests of the people of Australia.

An organisation such as the Seamen's Union comes in for bucketing when it dares to pursue a different policy, that being a greater Australian component in the shipping to and from Australia.

In the areas of cargo handling, shipping, and meat we see a fundamental contradiction emerge; that is, the new value added at any given stage comes from the new labour component involved in the process. As a proportion, the fixed capital is showing a decreasing return of new value added. This process of a diminishing return on capital has been operating for a long time but it has been masked by a seemingly endless expansion of markets.

We have now reached a point, both locally and internationally, where capital costs involved to benefit from the new technology are so huge and the new value added so small—even if workers worked for nothing—that investment in the new technology has all but stopped.

At this point I would like to turn to another subject; that is, the boom in world trade which followed the end of the second World War. This is the subject which masked the problem to which I have just referred. The basis of this boom was the huge wealth of the United States of America.

In 1944 at Bretton Woods, an agreement was made whereby the United States Government guaranteed to convert the US dollar into a fixed quantity of gold. The currencies of other countries were then fixed in relation to the US dollar. The International Monetary Fund was set up to administer these arrangements. The

US stock of gold in Fort Knox was the international strong box. It amounted to \$30 billion in bullion in 1944.

Several things occurred in the interim. One was that Governments could borrow from the International Monetary Fund to tide them over the cyclical problems inherent in the capitalist system. It became the basis for Government deficit financing. The second thing was the United States set upon a deliberate, low inflation rate. By this means it could obtain goods and services from other countries, in part, for nothing.

By 1959 the early signs of problems were evident. The gold in Fort Knox was down to \$10 billion and dollars outstanding stood at over \$30 billion. These problems were the basis of, for example, the disagreements which de Gaulle had with the United States.

France was not alone in these problems. The British pound sterling which was relegated to a secondary but important role in 1944 was forced into having to devalue in 1967. This set off a chain of reactions and a run on the US dollar, and resulted in the subsequent economic upheavals we saw in 1968, for example.

From 1959 an endeavour was made to hedge against being caught with a pile of bills of credit which could not be cashed. This then opened up very large investments in the development of primary production. Western Australia was caught up in this process and we saw enormous investments, by our standards, being made. Our involvement was both transitory and accidental. We had very little real say in the process.

The pool of fictitious credits had grown so large that by 1971 the President of the USA (President Nixon) was forced to go off the gold standard. From the 15th August, 1971, the United States would no longer guarantee its own money and, indeed, would not pay the outstanding bills.

The immediate effect was that the dollar devalued to around one-third of its value prior to the 15th August. It might be noted that up till that time Australia was fixed in a direct relationship to the US dollar and it also devalued following the US dollar. No longer was there to be any fixed base for international exchange. The pool of outstanding credits then became the basis for speculating into and out of the currency of every country. It acted as a guarantee that no country would be free of inflation.

From August, 1971, to December, 1972, Australia's overseas reserves went down by \$4 000

million. Today's reserves stand at \$3 053 million. This gives an idea how big the problem is.

These problems then began to have an explosive effect on trade. The price of oil had been reckoned in dollars from 1944. After August, 1971, the oil-producing countries were receiving less than a quarter in real terms. In one hit in 1974 they quadrupled the price in dollar terms; it barely got them back to the 1971 earnings. Everyone is well aware of the consequences, including the need to seek alternative energy sources.

Hoarding and stockpiling have become commonplace. Every worker knows the consequences of this problem when he buys a jar of coffee or a pound of tea. It has recently been proposed to do the same kind of thing with grain.

The boom saw a rapid build-up of productive capacities around the world in almost every sphere of endeavour—steel production, ship building, motorcar manufacture, textiles, and petrochemicals. The list is very long.

In 1944 the keystone of the enormous expansion of credit was the wealth of the United States of America. In 1971, the United States was virtually announcing it could not pay its debts. Its balance of trade for 1977 shows a debit of over \$12 billion for the first six months of the year. The estimate for the full year is in excess of \$25 billion.

What we are now seeing unfold is a stepping up of the trade war. In Japan, for instance, as the shipbuilding industry cut back, internal use of steel fell. Exports of steel to Europe and the United States increased, but even then only 80 per cent of capacity was being utilised. While Prime Minister Fraser was in Europe, Japan was asked to cut back steel exports to Europe by 50 per cent because Japan's penetration of that market had caused under-utilisation of resources in Germany, Belgium, Britain, and France. The same thing will occur with the US market which Japan has penetrated. The United States needs to do this because of its own balance of trade position. A cut-back in steel production will result. Not a great deal of arithmetic is required to determine the implications for Western Australia.

Already the minimum options in the iron ore contracts are operating. The six-week closedown at Mt. Newman points this up. Further cut-backs must mean renegotiated contracts. One has only to observe the item in this morning's newspaper regarding sugar contracts which were negotiated until the end of 1978.

The hard economic realities of the iron ore industry have been pointed out to a succession of our political leaders who have visited Japan. The leaders include the President of the ACTU (Mr Hawke), the Secretary of the TLC (Mr Cook), the then convener of shop stewards at Cliffs Robe River (Mr Marlborough), the Prime Minister (Mr Fraser), and last but by no means least our own Premier (Sir Charles Court). They have been told to face the prospect of a production cut-back or the negotiation of a lower price. We might note that our iron ore is the cheapest of Japan's three main sources, the other sources being India and Brazil.

The prospect then for the Pilbara in iron ore is fewer jobs or decreased real wages, or both. When one notes that the main attraction of the Pilbara has been the promise of high incomes, one starts to realise the politically explosive nature of the problems of carrying out the policies that the Japanese industrialists have asked our leaders to carry out.

It is no accident that this year each of the iron ore companies in the Pilbara had a far more intransigent attitude to negotiations of wages and condition contracts than ever before. Herein lies the basis of the so-called increase in industrial action.

In the period since 1971 we have seen a transfer of income from the working class, from the middle class, and from the small businesses, to the huge corporations which are primarily overseas owned.

For the working class there was a temporary respite in 1973-74. Wages and pensions momentarily kept pace with real inflation. The large corporations were able to blame, confusingly, the plight of the small businesses on to this temporary phenomena.

Events since 1974, as the working class, middle class, and small businesses suffer a further fall in income, once again illustrate that the real beneficiaries are the huge corporations.

The main agent for this redistribution of income on behalf of the corporations has been Governments on both a State and Federal level.

We have witnessed a great cut back in the area of public spending where the working class and middle class might be expected to benefit; that is, on health, education, road funds, and social welfare. From the same group we have seen increased payments to the Government in almost every conceivable area. The taxpayer is paying out more in taxes and charges and receiving far less in

return. In real terms tonight's Federal Budget does not do much to help; it is a little bit of a sop to middle income earners and that is all.

Federal Government receipts in the last Budget went up by 22 per cent. Government spending was scheduled to increase by 12 per cent, and at that it was scheduled to keep level with the anticipated rate of inflation. Whilst there were reductions of substance in the items of expenditure in services to the taxpayer, there were huge increases in concessions to the large corporations.

That occurred, of course, in the last Budget, and small businesses have also seen a very big increase in all manner of Government charges. No longer can it be said that their main problem is large increases in wages.

The processes we are seeing unfold then are: (i) a crises of excess productive capacity with a consequent trade war, and one might note here the remarks of Mr Kakuda, the Prime Minister of Japan, when he was first elected, and he said that the situation was similar to the 1930s where they had to fight to keep markets and sources of raw materials; (ii) a declining proportion of new added value for fixed capital invested, and hence no big investment plunge, and again this is something that takes place not only in Australia but right around the world; (iii) and we continue to see inflation as the destruction of the fictitious credit pool created in the period 1944-1971 proceeds.

The prospect for the economy then is an increasing number of youths who will never find a job and a decreasing number of jobs available. There will also proceed to be further reductions in standards of living despite our economy being capable of producing more.

This is a crisis of the private enterprise system, to wit, capitalism, and this is precipitating a political crisis. These problems are not peculiar to Australia, but let us recapitulate some of the political events.

Since 1971 we have seen four Federal Governments and one bloodless *coup d'etat*, and today's opinion polls are indicating further change. I ask members to go back to compare that with the seemingly idyllic days stretching between 1949 and 1964-65.

The conflict of interest between the huge corporations on the one hand and the rest of Australia on the other has shown itself in a move to the right inside the Liberal Party at both Federal and State level.

We have witnessed police, both State and Federal, being used in industrial disputes—the like of which we have never seen before. We

have seen the threat to use the armed forces in at least two major disputes, and one would have to go back many years to remember anything like this.

We have seen Government departments used as propaganda divisions of the Liberal Party, and I refer of course to the Department of Labour and Industry and to the Premier's Department—two classic cases.

We have seen a more direct Government manipulation of the media than ever before, the most overt example being more interference in the Australian Broadcasting Commission. A less well known but more recent example is the direction to Channel 7 which culminated in the sacking of one journalist and the resignation of another. I might say to people in the gallery because of the way some people gesticulated: journalists beware.

We have seen the biggest co-ordinated raids on youth in recent times, and of course that took place some weeks ago at Scarborough Beach.

There is an implied threat in the Governor's Speech to which this debate is a nominal address and that threat was to members of Parliament themselves. There are proposals for new legislation in order to bring members to heel if the need arises.

We have seen an increasingly hysterical attack on unions and union leaders in the face of a very low level of industrial disputation. Unionists have been fined and goaled when they endeavoured to protect their rights to jobs and to maintain wages at least at a level commensurate with the inflation rate.

It might be of interest to note that the real crisis or problem involved in the Transport Workers' Union dispute in North Fremantle was in fact in regard to a protection of jobs. Over a 10-year period or thereabouts, the number of jobs available in this area has been cut back by more than 50 per cent.

Last week in this House we witnessed a shameful attack on one man who was accused virtually of espionage. The accusation was made without substantiation. The purpose of the accusation was to isolate this man from his own membership.

On the one hand we have a Government which makes pious statements about collaboration with some sections of the union movement, while attempting to attack and divide unionists who are prepared to defend their membership on the other.

As has been illustrated, we are part of an international economy. Indeed, we have a Government which politically supports our domina-

tion by the international corporations. These corporations dictate terms to the workers in the individual nations and States. What must become clear to workers in the iron ore industry, for example, is that they will need real contact with the workers in India, Brazil, and Japan, if they want to resolve successfully the questions facing their futures. The workers in each of these countries have far more interests in common than they have differences, and they are certainly fighting the same boss. Undoubtedly this will reflect in meetings of workers from this State with workers from other parts of the world.

In no way should this be taken to mean meetings between bureaucrats—be they from Washington, Moscow, Peking, or Tokyo.

The primary aim of the huge corporations and their political spokesmen is to divide the working class. They hope to be able to turn a dispossessed middle class against the working class in order to maintain their own power.

Internationally they are prepared to threaten the total destruction of man. We see today, for example, moves to develop the neutron bomb, which has a preference for people.

Internally within the Liberal Party there is a sharp turn to the right, and we saw a classic example of this last week with the jingoistic remarks of Mr Sinclair—virtually the National Country Party and the Liberal Party are one and the same.

Inside the Labor movement we see an increase in the activities of the National Civic Council which is now and always has been an agency of the Central Intelligence Agency. This, of course, is only one of their initiatives inside the Labor movement.

In conclusion it is clear that capitalism faces an enormous economic crisis. It will attempt to temporise the political problems thus created by sliding towards a more authoritarian and autocratic society, but it will be unable to resolve the problems in the interests of the vast majority.

Private ownership of the huge concentrations of wealth stands in the way of any further development of this highly socialised system of production. Man cannot go back to a system of individual production. If he is to survive the private ownership this means of production must be discarded. An era of real public ownership and control must begin; that is, socialism.

**MR SPRIGGS** (Darling Range) [7.55 p.m.]: I rise to support the Address-in-Reply moved by the member for Cottesloe and I rise, Sir, with a great deal of pride and pleasure, pride at being

elected as the member for the recreated seat of Darling Range, and a certain amount of pleasure as well. Certainly part of that pleasure is to have the opportunity to congratulate you, Mr Speaker, on your election to the Chair of this House. In congratulating you, I would pass on the good wishes of those electors of Darling Range who were your constituents until the last election. I am sure you will carry out your exacting duties with great ability.

The Darling Range electorate was first formed in 1950 and held by Mr Ray C. Owen of Carmel till 1962. Mr Owen was and still is a resident of the Darling Range electorate and a respected citizen. He served 18 years on the Darling Range Road Board, and for 16 of those years he was its chairman.

In 1962 he was followed by the late Mr Kenneth Wathen Dunn. On entering this House I was pleased to hear the Leader of the Opposition mention Ken Dunn and to say that he was accepted as a good member by those on both sides, because that was how his constituents regarded him.

When Ken retired in 1971, you, Sir, held the seat until 1974 when it disappeared with the boundary change. When it re-emerged as an electorate in 1977, I am happy to say that I was fortunate to become the elected member for Darling Range.

The Darling Range area has a long history. In 1864 it saw the start of the timber industry in Western Australia. When Benjamin Mason was granted a timber concession of 640 acres at Carmel he and his partner—and I am sure the member for Avon will be interested to hear this—laid the second railway line in Western Australia. It was made of wooden rails up the range by the Bickley Reservoir to the mill site at Carmel. The trucks were towed to the mill site at Carmel, loaded and coasted down to the Canning River, where the timber was loaded onto barges for Fremantle, and exported to the United Kingdom. Evidence of that jarrah is still to be seen in the palaces and homes built in that era.

Benjamin Mason employed 185 men at the height of his operation, and that was 1 per cent of the then male working population of this State. From that enterprise he earned for the State the second largest export income of £65 000. The largest export earner at that time was wool, which brought £150 000 to the State. The comparison of the project can be gauged if we consider that a similar operation today employing 1 per cent of the male working population of the State would employ around 9 000 people. Timber was the

main occupation of the area for some time, and some eight timber mills operated.

I understand that Buckingham Brothers bought almost all of the area now known as Roleystone for 40c an acre. Buckingham Brothers were prominent millers at the time.

The last mill in the area closed in 1948. With the decline of the timber industry, some of the workers purchased land in the fertile valleys and remained there.

After the first World War a soldier settlement scheme was established at Pickering Brook, but like many other schemes it was not successful with the advent of difficult times.

From 1925 to 1974 much of the orchard land was taken up by new settlers. Many of these people were of Italian origin and the area became very important for growing vegetables for the metropolitan market. Later it became one of the main orchard areas of the State.

On checking the statistics I find that in 1975-76, 500 000 cases of apples were exported to destinations all over the world, and of this amount, 232 000 cases were grown in this area. In addition, 49 000 cases of pears were produced, 36 000 grown in this area. Some 126 000 cases of export stone fruit were exported to the near East. In fact, that export market was created from my area, and today, 85 per cent to 90 per cent of export plums come from the area. The export market to Singapore was built up, and today we see a large vegetable market to that area which was developed as a result of the stone fruit exports. So it seems that the fertile valleys of Bickley, Carmel, Pickering Brook, Karragullen, and Roleystone are still playing an important part in the State's economy.

The apple industry at present is undergoing a downturn, but I believe the Government and the Minister concerned are well aware of the problems. I believe these problems could largely be overcome by the export of apples to the Japanese market. The only possible obstacle could be that the Japanese are not prepared to accept Granny Smith apples because of the codling moth and the other diseases they may carry. However, as Western Australia is completely free of codling moth, I have hopes that the Japanese market will be opened up to the apple growers of the State.

The Darling Range area has a mixture of urban development in amongst its rural areas, Lesmurdie, Roleystone, Kelmscott, and Clifton Hills being the largest. These places must be described as the dress-circle of Perth. The delightful views of the city obtained from Clifton

Hills and Lesmurdie, and the orchard valleys of Roleystone leave nothing to be desired in pleasant living, with the small urban areas of Walliston, Bickley, Carmel, Pickering Brook, and Karra-gullen sharing with them to make it undoubtedly unequalled in our State. With its hills environment, it has problems associated with it, being in almost equal parts in the Armadale-Kelmscott Shire and the Kalamunda Shire, which are the third and fourth-fastest growing areas in the State. The population of my electorate has increased by 1 000 since February.

Because of the terrain, the type of soil and the quantity of stone found up there, any extension of facilities required for an increasing population costs almost twice the amount of similar development on the plains. The problem of supplying and developing water extensions, power supplies, PMG facilities, roads, ovals, and footpaths are great, as they are all double the cost of the plains area. The shires must strive to overcome these problems. Of course, the principal difficulty associated with such development is the lack of finance, and as some 60 per cent of the population is under the age of 30, it is necessary to create amenities catering for that age group.

It was with regret that I found neither the Kalamunda Shire nor the Armadale-Kelmscott Shire was included in the recreational grants for this year, and I would certainly recommend to the Government that all of the factors relating to these areas be taken into consideration when the next allocations are made. I might mention that the average rainfall in the metropolitan area is 32 inches. However, Mr Speaker, as you are well aware, it is at least 10 inches higher and, in some places, 16 inches higher in the hills area, thus creating tremendous additional problems in the provision of adequate storm water drainage. In fact, the run-off pipe which is needed is twice the size of that needed in the plains area.

I have within my electorate 10 primary schools and three secondary schools, the secondary schools being St. Brigids, Mazenod College in Lesmurdie and the Carmel Seventh Day Adventist College. St. Brigids was established many years ago, and caters exclusively for girls. Many thousands of our Western Australian residents have been educated there. Mazenod College is a relatively recent school which caters for pupils from all over the State.

The Carmel Seventh Day Adventist College is slightly different from most colleges in that it is a farm school. It has a dairy, poultry farm, orchard and vegetable garden and on the same

property is the Sanitarium Health Food factory, thus providing a system of education which is both practical and theoretical.

At this stage I should like to thank the Minister for Education who last week visited my area and six of the primary schools; many of their problems were overcome by very practical decisions.

The Darling Range electorate could easily be called the catchment area electorate, because within or partly within the area are the catchment areas for the Mundaring Weir, Victoria Reservoir, Canning Dam, and the Lower Helena River Pipe-head Dam. I have some concern that the orchard valleys of Bickley, Carmel, and Pickering Brook situated in the Lower Helena River catchment area could be affected by more stringent controls in the future, although tests of the water have proved no detrimental conditions are present.

The transport system in my electorate certainly has some problems and needs attention. Probably one of the greatest problems is created by the junior workers, the people who are not old enough to obtain drivers' licences. The bus service down to the metropolitan area does not enable them to take advantage of work opportunities in the metropolitan area, either as apprentices or in other fields. The road outlet to Lesmurdie is greatly overtaxed and with a probable doubling of the population over the next 10 years a lot of thought must be given either to another road, or a widening of the present road. Also, the Albany Highway is grossly overloaded. To add to the traffic problems is the increasing stock carting, which has no other route to Midland than along Albany Highway and Hale Road. It is essential that the Government commence construction of the Beechboro-Gosnells section of the Roe Freeway to Midland.

Mr Speaker, most of us enter Parliament having certain views. I have grave concern for people's rights. Members have mentioned the situation relating to the fuel agents, and the dispute surrounding that issue. These people at present are being deprived of the right to earn their living. The union concerned has expressed opposition to the fuel agents, claiming that its objective is to secure the jobs of its members. However, it is no secret to the community that the jobs of the company tanker drivers are guaranteed, not only by the commissioner who set up the hearing but also by the companies and the Government itself.

At present, some eight or 10 fuel agents are deprived of their right as Australian citizens not only to earn their own living but also to provide a living for the people they employ, many of whom would be members of the TWU. It is



deplorable that this situation is allowed to continue and that the fuel agents can be unjustly accused of jeopardising people's jobs. That is not the case, and there is no reason to continue the ban, apart from the fact that there is a group of union officials with only one aim in view, namely, power. They do not care how they obtain power. Since I have been a member of this House, I have heard the Minister for Labour and Industry criticised from the other side. I should also like to criticise the Minister for Labour and Industry but for a totally different reason: I consider that the Minister has been far too lenient in his attitude towards the unions concerned.

I support the motion.

[Interruption from the gallery.]

The SPEAKER: Order! I would ask the person in the public gallery to be silent.

MR GRILL (Yilgarn-Dundas) [8.11 p.m.]: Mr Speaker, I rise to take part in this Address-in-Reply debate and thereby make my maiden speech in Parliament. Firstly, I should like to congratulate you on your elevation to your high office, and I would sincerely like to thank you for the consideration and help you have given to me and my fellow new members since I have been here. I wish you success in your publicly expressed ideals in engendering more mutual respect in the debates which take place in this House, and more dignity and respect for the proceedings of Parliament.

Secondly, I should like to thank the officers of this Chamber and of Parliament generally in the way they have helped me, and the courteous and helpful manner in which they have gone about their work during the few weeks I have been here. It is something I really appreciate as a newcomer.

Thirdly, I should like to thank the members on this side of the House for the help, encouragement, and advice they have given me so far.

Lastly, I thank those few friends I have on the other side of the House who so unreservedly welcomed me here.

I understand it is traditional in the circumstances to make some comments about the honourable gentleman who preceded me in this place, and nothing gives me greater pleasure. I hold the seat of Yilgarn-Dundas but, as most members probably will appreciate, that seat is really the electorate of Boulder-Dundas with a little fiddling at one end, mainly the Boulder end, and the addition of the Yilgarn part of the electorate

at the other end. So, my predecessor in title is in fact the person who held the seat of the electorate of Boulder-Dundas up till the time it was redistributed. I refer, of course, to my old and very good friend and colleague with whom I have done battle both publicly and privately on many occasions, but nonetheless a man I respect—none other than Tom Hartrey.

For those people who are interested, Tom Hartrey is still up in Kalgoorlie, still practising law at the age of 76, and still taking on the police and winning his share of cases. As a matter of fact, he took one for me yesterday and I am sure he won. He is a man of distinction, a man of great wit and a man who I think was respected by most people during the six years he held office.

Members: Hear, hear!

Mr GRILL: He has a very colourful turn of phrase and an ability with words of which most of us are envious. He has an ability to put people down and I certainly feel envious about that because I do not possess it. There is something about him which makes him much larger than life. He is certainly the sort of person one would like on one's side if one were in a scrap. He will fight until all the fight is out of him, and then fight some more.

His election to the seat of Boulder-Dundas was rather ironic. He, like I, stood unsuccessfully for Mr Coyne's seat of Murchison-Eyre. He then found that Arthur Moir's seat was becoming vacant. Mr Moir was resigning ostensibly because he wanted to make way for someone a little younger. Undeterred by that factor, Tom Hartrey stood for pre-selection and won it, and stood for the seat itself and—not remarkably because then it was a much stronger Labor seat than it is now—he won it. The ironic fact was that Tom Hartrey was some years older than Arthur Moir. It was a strange situation.

As I said, Tom Hartrey was a person of great wit. He is one of a long line of Irish lawyers of which the goldfields can be very proud. I remember on one occasion when the new courthouse was being opened by Mr Tom Evans, who was then the Attorney-General. There were a number of persons on the rostrum and amongst them was His Honour, the Chief Justice, a number of other judges, and dignitaries of all sorts. Tom Hartrey was asked to more or less give an address-in-reply to the speech of the Chief Justice. Tom Hartrey rose and said that while he had been practising in Kalgoorlie he had seen some very able prosecutors go through

the court and had also seen some particularly eminent counsel for the defence. There had also been some very honourable judges, including the Chief Justice who was present. He said—

In deference to you all, the most magnificent people who ever came here have been the juries.

Tom Hartrey has always had a way with him, and also with the juries.

I am in fact very proud to be representing the people of Yilgarn-Dundas, not merely because they are good Labor voters, but also because they are people who have contributed in a very real sense towards the productivity of the area and of the State. They have also contributed to the standard of living of the people of this State in general.

I refer to those who have worked in the goldmines and nickel mines in my electorate, and those on farms and other areas of productivity. I feel I should refer to the goldmines in particular.

Some of the greatest and richest goldmines in the world have been found within my electorate, and even today the bulk of the State's gold comes from that area. Similarly with nickel, the bulk of this State's nickel comes from within my electorate. Essentially it is a great mining area. It has large quantities of iron ore which are railed from Koolyanobbing and other areas. Huge quantities of salt are harvested from Lake Lefroy and other places.

The potential of the region, in the opinion of eminent geologists, is unlimited, if only it could be tapped.

The electorate is significant in the production of grain, wool, meat, and other primary products. The people of the Yilgarn and Salmon Gums districts have only scratched the surface of their potential.

It is because the people in those areas have been so obviously and honestly hard working and have so contributed to the productivity of the electorate that sometimes it astounds me to realise that so little of the wealth produced there has actually rubbed off on the people.

The goldmining industry has been a great source of wealth to the State and gave the State its first real push along the road in the 1890s. It also came to the rescue of the State in the 1930s.

The nickel industry, along with the mining industry generally, has been of paramount importance and of great value to the State. However, what legacies has this great wealth left the

people? The legacies are of a dubious value to the areas.

On the credit side we could say that places like Boulder have more hotels per head of population than any other area of the State. We can also say I suppose that it has gambling schools, brothels, and so on, depending of course upon whether one is visiting the goldfields on official or unofficial business. If on the former sort of business then the premises do not exist.

On the debit side we have a population of older and retired miners who are afflicted with a progressively worsening disease called silicosis. We also have a younger population of miners who are slowly contracting that disease. We have a big percentage of workers who have lived with their families in what are little more than shacks. We have vistas of rusty corrugated iron and tumbledown buildings. We have perennial dust storms in Kalgoorlie, Boulder, Bullfinch, and other towns because the mining companies have left dumps unattended. We have old-fashioned Government buildings badly in need of repair. They would not be tolerated or expect to be tolerated anywhere else in this State.

We also had, except for the brief period of the Tonkin Government, an attitude of permanent neglect by Governments to this vital area of the State. I can give some examples. Prior to the election of the Tonkin Government in March, 1970, there was not a Government school in the area which was not badly in need of repair. There was not a Government building not in the same condition. The Eastern Goldfields Technical School was a collection of huts and shacks. The Kalgoorlie Regional Hospital was not much better. The situation generally in respect of Government buildings was very bad, and those who have been to Kalgoorlie and have seen the neglect of these buildings can testify to this fact as well as I can.

To its credit the Tonkin Government immediately commenced renovating the schools. It began construction of a new courthouse. It drew up plans and allocated money for a new Mines Department building. It drew up plans for a new regional hospital. It drew up plans and allocated money for a new technical school, and it commenced construction on the new Eastern Goldfields High School.

What happened when the present Government came into office? Most of the renovations were, in fact, continued and completed. Those buildings under construction were also completed and put into use, and a new transportable medical centre was established at Kambalda. Also on the

credit side, after the terrible deaths on the Kambalda Road, the Government was forced into extending the high school at Kambalda to cater for the fourth and fifth-year students.

However, I emphasise that nearly every other project in the area came to a standstill. Work was stopped or money which was allocated for it was reallocated elsewhere. For one reason or another the construction did not go ahead. For example, the construction on the Eastern Goldfields High School stopped. The fourth stage of the school was never completed, and it is a split school. Most of the students are accommodated in the new building, while, nearly a mile away, other students languish in the old building. The children are bussed between the two areas for certain purposes. The situation is intolerable.

The plans for the Eastern Goldfields Technical School did not go ahead. The money which was allocated for the school was reallocated for work in a different part of the State. The modern five-storied regional hospital plan was scrapped altogether, but a few weeks ago it was announced that there would be a new hospital. However, it will not be a new five-storied structure, but will be like the old hospital; that is, a motley group of single-storied structures to be built over 10 years. If history is any guide, even those buildings will not eventuate.

Many of the school buildings are still in a deplorable condition. They require renovation, but should really be replaced. When pressed, Government officials say that plans are being drawn up and that buildings will be replaced in good time. When pressed even further and asked when they will be replaced the Government says, "We do not know".

Another example is the Boulder Junior Primary School. The building is simply falling down. It is almost decaying around the ears of the students and teachers. Classes are crammed into a small assembly room in the middle of the building, and there are classes in the corridors. The rooms are not heated, and there is no air-conditioning. The building is almost totally inadequate.

I have read Press cuttings in which my predecessor years ago complained about the intolerable situation in the school, but in spite of that the school has been on minimum maintenance for some years, and there is no relief in sight. It is hard to visualise what can be done about the place.

I refer to the school specifically because I asked the Minister when he was in the Boulder area a

few weeks ago especially to look at the school to see what he could do about it; and I trust that, as a fair-minded man, he will act urgently on the matter.

What else do we have in the eastern goldfields region? We seem to have an atmosphere which is not conducive to visiting politicians' sense of right and wrong. In fact, the atmosphere is one in which politicians become downright mendacious. I can assure members that if the two gentlemen, Lynch and Anthony, come to the area, Lynch will be lynched and so will Anthony.

What do we have in the eastern goldfields region in spite of its wealth and the great contribution it has made, not only to the wealth of the area itself, but also, as I have said before, to the personal wealth of others outside its boundaries?

What we have in a nutshell is chronic and ever-present economic instability. During the seven years that I lived in the eastern goldfields the area has staggered from one economic crisis to the next. Any one industry area is in fact at the mercy of the fickle winds of economic fate. If an area is dependent on the mining industry alone, as the eastern goldfields virtually is, it must have a fragile economy. History has proved this. The history of the area in an economic sense has been marked by three dramatic booms which have been followed by three long and drawn out times of depression or economic decline.

The fact that the area and the people who live in it have continued to weather these economic storms is a tribute to them rather than to anything any Government has ever done for them, or anybody else, or anything any company has ever done for them. The trauma of the effort of weathering these storms and staggering from one crisis to the next is in itself debilitating. It wears the people down. They lose their spirit. Eventually the people move off and live elsewhere. They live near the coast. People are frightened to invest in this area. The investment they do have in the area is always of a temporary nature. They do not build new houses there because they are afraid that tomorrow the houses will be worthless. They live in a frightening environment where they do not wish to invest at all and neither does anyone else wish to invest there. Apart from those people who are prepared to risk what we would call speculative capital, very little other capital comes into the area.

In consequence, people fear, when they live in an area such as this, that they are not going

to be able to give their children and their grandchildren the upbringing that they deserve. People point to the nickel industry and say, "There is your saviour. There is your stability." But those prophecies are not entirely true. Unfortunately the nickel industry is just another part of the mining industry and, in turn, is just as susceptible to the vagaries of the economic market place as history has shown gold and other minerals to be. The nickel industry is still susceptible to the booms and depressions that the market place seems to impose upon it.

I have been reliably informed that Western Mining nickel operations would have been in a very shaky position if it were not for the last Fraser devaluation. I have been reliably told that the nickel industry is going through very hard times. The industry faces a very low level of demand; it must face the fact that new mines are coming on stream in various other parts of the world. It faces the fact, as was announced only a few weeks ago, as members will be aware, that the giant Canadian nickel company, Inco, has now entered into very aggressive marketing tactics.

I am also reliably informed by people well placed in the nickel industry, that inevitably some of the nickel mines around the world must close down. It worries me, and many other people in this area, that small mines like Scotia and Carr Boyd, north of Kalgoorlie, will close down in the near future. It also worries people from my area that Kambalda will cut back operations and will not go ahead with further developments; that Kambalda will not be employing as many men as it has previously.

I am not saying these things to cast gloom on what I consider to be one of the great areas of this State, but I believe it is important that we appreciate just how fragile the economy of these mining areas is. It is essential that all members appreciate just how worried people are and how burdened life can become in these areas where one does not know from one day to the next whether one's house is worth what one paid for it, or whether it is worthless; whether one's children have a future in this area or whether they do not. All these things add up to a very unstable situation.

It is my humble opinion, that this Parliament, and the Parliaments that follow it, must take a fresh look at areas such as the eastern goldfields. It is also my humble opinion that it is quite intolerable in this day and age that an area which has survived for 80 years and has sustained the single largest metropolis outside the metropolitan area; that an area that has had so much

of the history of this State embodied in its own history, and an area that has given so much to this State should for ever be balanced on the economic razor's edge. It is not right; it is quite intolerable, and it has to stop.

It is the responsibility of Government to move into these areas and stabilise them. There are a number of ways in which this can be done. I would like to mention just a few of them. Firstly, and most obviously, the way that any Government must head if it intends to rationalise the area is to realise that it is a permanent one; that it does have a future in front of it. It must be the Government first of all and last of all that says and shows the people that the area does have a future. The best way that this can be done is by its actions.

The eastern goldfields region should not be one where new schools, new hospitals and new Government buildings are last thought of and last erected. These should be the areas where such things are first thought of and first erected because these are the places where they are most needed. If the Government is prepared to show the way by investing in these areas, then other people will follow. The Government should show the way to people who want to live there for the rest of their lives and have their children live there. When the Government does not spend money or erect buildings and allows its own buildings to fall down, as the Boulder courthouse did just three weeks ago without any announcement from this House; when the Government allows its own buildings to fall into disrepair, the people lose confidence. When the people look at an area such as Boulder and see it decaying, with Government buildings unpainted and in a state of disrepair, they lose confidence in the area. One cannot expect people to invest in it when the Government does not.

What are we here for anyway? We are here to help people and encourage them in this very special area of the State.

The second way in which I believe it is essential that the Government helps this area is that it must give to people in large regional areas like Kalgoorlie, Boulder, and Kambalda, some sort of recreational, social and cultural facilities, equal to those found in the city. I do not mean on the same scale as one would find in the metropolitan areas. I do not mean there should be a Concert Hall built in Boulder. But something should be built there and some facilities should be made available for recreational and cultural activities. It should not be necessary to send children to Perth to experience these things. It should be

possible to have them available in the large regional areas. One must appreciate that places like Kalgoorlie and Boulder serve large areas and smaller towns as well, which in turn need such facilities. I believe that some of the money and wealth which this State has gained from the huge gold, nickel and iron ore deposits should be returned to the goldfields in the form of recreational and cultural facilities.

Thirdly, it is essential that the Government should stop paying lip service to decentralisation. Why should it not be possible for a whole Government department to be set up in the goldfields? In this age of easy communications why should not the whole Mines Department be set up in Kalgoorlie or Boulder? Why should not even a small part of the Mines Department be set up there? We do not have even a small portion of the Mines Department in this region; and this is the problem of decentralisation.

Certain members on the Government side played merry hell with the centralist policies of Canberra, but quite honestly, Canberra is like a fairy godmother compared with the spectre of Perth centralisation. Perth centralists are sucking the country dry and have been doing so for years.

This Government could do one thing tonight, or tomorrow night to inspire confidence in the goldfields. It could say here and now, without qualification and without reservation, that the Western Australian School of Mines is going to stay in Kalgoorlie in the same way as the Labor Party said it would. That is not a very hard thing to do. I know it is cheaper and all members of this House know it is cheaper to educate a mining engineer, a geologist or metallurgist here in Perth: but is that the only criterion on which we judge our mining engineers? Is the only criterion one of cost?

What we have to look at in terms of our mining engineers, geologists and metallurgists is the quality of their training. If one talks to people in the mining industry, in Western Mining, for example, one will find that they prefer a man who has been brought up and educated in a mining environment to one who has been brought up and educated in a city environment; they would prefer him any day of the week. These people put their money where their mouth is by employing engineers with that type of experience.

It is essential in my view and in the view of a lot of people who live in this area, that the Government should make a positive decision in relation to the School of Mines, in favour of the eastern goldfields.

It is in these ways, Mr Speaker, that I feel the eastern goldfields area can be helped. There is one final way in which I believe the region can be assisted. It is not an easy matter, but I believe the Government must move towards a situation where metal prices are stabilised. Quite frankly I do not know how that can be achieved. However, I do know this: As long as metal prices stay at the whim of overseas markets, it will be almost impossible properly to stabilise areas such as the goldfields. I believe that any Government of whatever complexion must move towards a situation where this is done.

I know this sounds like socialism, and a number of people do not like socialism, but look at what we have done for the greatest and truest of socialists, the farmers. Look at the schemes we have set up for them whereby they are protected and insulated from the violent upswings and downswings of the market. Look at the schemes by which their products are sold in such a way as to ensure that they are not hurt in bad times. Why cannot that be done for the mining industry, and more particularly, why cannot it be done for the people who work in the mining industry? After all, they are the people who make their homes in these areas, live in these areas and stay in these areas. It is the international companies, by and large, which "up sticks and away" when a region becomes unprofitable or unproductive. So it is the people whom we need to look after and, quite honestly, I find the people in the eastern goldfields are not being looked after in the correct manner.

In conclusion, I should like to say that I have touched on only some of the points that I feel are really bothering the people in my electorate. At a later stage I should like to deal with more of these matters in greater length. For the time being at least I thank you, Mr Speaker, and members of the House, for bearing with me in this my first speech in the House.

**MR CLARKO (Karrinyup)** [8.44 p.m.]: Mr Speaker, I too wish to share with the other members of the House in offering you my heartiest congratulations on your appointment to your high office, and also to wish the very best to all the new members of the House.

Tonight I wish to speak about something which is beautiful, glamorous, and an object of everyone's affection; a status symbol—

Mr Jamieson: You want to keep away from those beach girls.

Mr CLARKO: —something that is really fast: I want to talk about the automobile or the motorcar.

Mr Jamieson: Beach girls.

Mr CLARKO: The motorcar is something that has taken over and gripped the lives of almost everybody who lives in an advanced industrial country such as ours. It is something that has so affected Australians in their way of life that, apart from their house which is the dearest thing that they ever buy in their lifetime, the motorcar is the second most expensive object. For those people who are fortunate enough to buy seven or eight vehicles in their lifetime, probably the aggregate of their motorcar expenditure is greater than that of their house.

Buying a motorcar probably should be based on science, but generally it is based on emotion. It is very interesting to look at what is available for the modern car purchaser: magnificent colours, a vehicle that looks like it is moving when it is stationary, and above all very heavy hire-purchase repayments.

Mr Jamieson: You wouldn't like one the other way around?

Mr Bertram: And not rust-proofed.

Mr CLARKO: I am glad the member for Mt. Hawthorn mentioned that. I am told there is one vehicle that is sold pre-rusted! We want a vehicle that is safe, economical, and above all reliable.

Mr Davies: Let us know when you find it.

Mr CLARKO: Of course, it is only in recent years that motorists and car manufacturers have belatedly paid some attention to safety.

Mr Barnett: Have you spoken to the member for Bunbury?

Mr CLARKO: I would pose a rhetorical question. Is there anybody in the House tonight who actually came here by public transport?

Mr Davies: We sit so late that we cannot get home if we do that.

Mr CLARKO: I would be very surprised if more than a few per cent of members used public transport.

Transportation is very important. It is interesting to Western Australians to note that in the latter years of the 18th century convicts in the United Kingdom were given a choice at times of whether they preferred to be hanged or transported. Some chose to be hanged, and perhaps as a result of that we have so many hangups in regard to transport today!

Mr Skidmore: My ancestors were much wiser than that!

Mr CLARKO: However, this is a particularly serious matter to those people who have been maimed and to the relatives of those who have been killed by the modern motor vehicle. I am told that by the year 1980 it is estimated that two million people will have died on Australian roads.

The motorcar these days is, of course, a victim of attack. Seeing that we live in the age of the bumper sticker, I think it would be a little incongruous, but perhaps we might see shortly alongside such disrespectful bumper stickers as, "Stop screwing the ABC" stickers saying, "Incarcerate the car" or "Slaughter the auto".

Mr Barnett: Or "Vote Labor".

Mr CLARKO: If we want to be safe we will not vote that. However, we must all understand that we have driven ourselves down a lane, and the way ahead is quite uncertain and unclear; and there are many ruts in the road we are travelling along.

Mr Skidmore: Caused by the lack of Federal road funds.

Mr CLARKO: It is easy for people to make this or that decision; generally they are people who believe that the sacrifice should be borne by someone other than themselves. For example, in tonight's issue of the *Daily News* the topicality of this subject is witnessed by the headline on the front page which says that the price of petrol will increase. On the second page of that newspaper there are two stories; one about car pollution and another regarding the City of Perth recommending yet another increase in parking charges.

The motorcar certainly is predominant in our Australian economy, but there has been a considerable slowing down in the purchases of motor vehicles in the last few years. In 1973-74 the number of new vehicles purchased was 685 000; the figure rose in 1974-75 to 692 000; but in 1975-76, it fell to 644 000. In other words, fewer cars were bought in 1975-76 than was the case two years previously.

When we look at the number of motor vehicles in Australia as at the middle of last year we find there were something in the order of 6.6 million cars for a population of just under 14 million. We can compare that with the story in today's issue of *The West Australian* regarding motor vehicles in Hungary, which has a population of 10 million and only 650 000 motor vehicles. That country has only as many motor vehicles as were purchased new in Australia last year; and there is a small queue to buy a motorcar in Hungary—it is 250 000 long!

Mr Jamieson: And what is more, you have to pay cash.

Mr CLARKO: That is right; and, further still, the cars are bought from communist countries because they are half the price of cars produced in the free world. The free world is apparently not so free any more—perhaps this is because of taxing.

Australia is said to be the third most motorised country in the world, third only to the United States and Canada. The Metropolitan Transport Trust quarterly publication for November, 1976, which is sent to all members of Parliament, claims that Perth has a higher car-ownership rate in proportion to population than any other city in the world, including the smog city of Los Angeles. In other words, in Western Australia we have one vehicle for every 2.1 people, or 1.25 cars per family; and this figure is growing at a tremendous rate.

It is interesting to see how this rate of growth has changed when compared with the projections in the 1955 Stephenson-Hepburn study, in which it was forecast that 45 years later—in the year 2000—there would be in the Perth metropolitan area about 400 000 cars. It took only 20 years to reach that number. The Stephenson-Hepburn study spoke of an average of 3.5 people per car, whereas, as I have already said, the average is roughly two people per car at the moment.

In addition to that tremendous increase in the number of vehicles now in the Perth metropolitan area, we also have the Perth metropolitan area having an ever-larger proportion of the population of the State. Back in 1955 Perth had 62 per cent of the State's population. Now Perth has in the order of 70 per cent of the State's population, and that figure is growing.

If we turn away from Western Australia for a moment and look at the Australian situation, there is no doubt that higher prices for petroleum are inevitable. It did not surprise me at all when I watched the 7.00 p.m. news this evening to hear that the Federal Treasurer has announced that the Commonwealth Government has embarked on a path of raising the price of Australian oil to world parity over a number of years.

Mr Bryce: Is the Government going to take the surplus, or will it go to the oil companies?

Mr CLARKO: From listening to that very brief announcement on the news, I could not tell the honourable member. I agree one of the issues is whether the money goes to the State

or to the producer, or whether there should be some sort of marriage in that regard. I will tell the Deputy Leader of the Opposition in a moment what is proposed in the United States.

Mr Jamieson: I think it is to be a bit of each.

Mr CLARKO: The decision would not be an easy one for me. I am sure I would not like to see all the increase go into the coffers of the Government. I believe it is desirable there should be some sort of sharing between the Government and the producer. The ceiling barrel price for crude oil in Australia at the present moment is \$2.33, whereas the international price is \$13 a barrel.

At the moment we work under an allocation system which has many stresses upon it, and I do not know whether it can withstand those stresses. Therefore, it is interesting to hear that the Federal Treasurer has decided on this change. Certainly we will see greater efforts by oil companies in their search for oil in Australia. It seems to me to be essential that we move fairly rapidly towards that situation.

This, of course, means a further burden on the Australian motorist; but even if this change did not come about, when we look at the present situation in Australia we find there is an import bill for oil coming into this country of the order of about \$800 million a year at the moment, and we are supplying about 70 per cent of our crude oil needs. Within seven years it is estimated we will have to draw 70 per cent of our crude oil needs from overseas. Then it is estimated our oil bill will be in the order of about \$2.5 billion to \$3 billion a year, compared with the present bill of \$800 million—a dramatic increase.

If the price of petrol at present is, say, 16c or 17c a litre, we find the refining, distribution, and marketing costs and Government taxes amount to about 15c. At the moment local crude costs 1.5c a litre, and if we bring it up to the international level it will cost about 8c a litre; so there will need to be an increase of about 6.5c a litre, which would represent an increase in the price of petrol of about 35 to 40 per cent. It has been suggested a rise of this proportion could increase our CPI figure by about 2.8 per cent, which is about the order of the impact of Medibank on the CPI.

The Industries Assistance Commission has proposed during the last 12 months that this increase should be phased in over about eight years so as to reduce the impact, and I gather from tonight's brief announcement that is what the Federal Government is planning to do; although I think it suggested something in the order of four or five years.

We will find, of course, there will be an upsurge in oil exploration if we move to the international price for crude oil. However, oil exploration lags four to five years behind production and, therefore, it will not come quickly. So let us hope the North-West Shelf oil and gas project will move rapidly into production, especially for the benefit of Western Australians.

So far I have tried to indicate that transport is not only important but costly, and it has been suggested that about 27 per cent of the cost of an average commodity is made up by transport charges.

One of the burdens in Australia—particularly for a State such as ours—is the fact that we have been paying about 4.9c per litre of petroleum in Federal tax. What has happened to the many, many millions of dollars which over the years have supposedly been given back to the States by way of road grants? The fact is that in 1966 we received back about 72 per cent of the total collection, whereas last year I understand we received about 49 per cent.

We now find that Federal Government policies are laying down specific categories in which these road grants may be spent. This principle was introduced by the previous Government, and maintained by the present one to a very large degree. We find the Federal Government is allocating money into several categories, and I believe that is undesirable.

I would prefer there to be no categories at all and for the Western Australian Government to receive a lump sum of money and make its own apportionments; or, alternatively, if we cannot have that we certainly do not want what has happened lately in regard to urban arterial roads. The dramatic decrease in the sums of money available for these roads in the coming year is such that many major freeway extensions in the metropolitan area—and particularly those which affect my electorate and other electorates to the north—will be slowed tremendously.

I have been given some very disappointing news by the Main Roads Department engineers in respect of the extension of the Mitchell Freeway. Remember that as the motorist taxpayer paying out a very substantial sum of 4.9c a litre for petrol, and the State receiving back only half of that, he also has to bear the very heavy transport loss incurred by the various public transport utilities in Australia.

It is interesting to note what has been suggested in the United States, through the Carter administration, as a possible way of solving problems relating to the energy crisis. I should

like to refer particularly to those relating to the automobile. President Carter has recommended that taxes on gasoline go up from 4c a gallon to about 54c a gallon, a 50c hike over a number of years and at the same time, as the Australian Federal Government has done today, has embarked on a scheme by which the price of domestic crude oil is raised to world parity. As far as I can ascertain, the American Government proposes to keep that additional sum of money. I understand it will be about \$18 billion per annum—a huge sum of money—and the American Government has it in mind to pass that back to the taxpayer through lower taxes.

It also has another very interesting little device to conserve fuel, which is to place an impost on the gas guzzler. It has in mind to put an impost of about \$2 500 on each gas guzzling car. On the other hand, if one has a car which is a low fuel user one will get a rebate of about \$500 per motorcar. The American Government is not expecting automobile companies to change instantly or to make only one model of car, but it is proposing that each manufacturer seeks to meet the following averages: By next year, 1978, an 18-mile per gallon average for every car it turns out; by 1980, 20-miles per gallon; and by 1985, 27.5 miles per gallon.

There is no doubt that these sorts of things will have an effect on the American economy. America is said to be based on an automobile centred life style and cheap and plentiful energy has always been the key to that economy. Opponents of these Government controls which I have just mentioned have urged that the price of American crude should just rise freely in the market place which would encourage higher production and further oil research so that the oil companies would make greater profits and from that the State would collect much more by way of taxes. They have put forward that penalising gas guzzlers will seriously depress the automobile industry and add greatly to the unsatisfactory level of employment in the United States.

Another Washington economist has said that cars which consume more than 15 miles per gallon should not be allowed on American roads and that those sorts of cars should be banned. Taxes on gas and on big cars, of course, are inflationary. President Carter has replied that he sees the inflationary effect as being only about 1 per cent. Opponents have suggested it could be as high as 2 per cent or 3 per cent. Certainly decontrol—the opposite of the Carter controls—would also be inflationary. I am not too sure



how useful those step-by-step points will be to the Australian scene, but certainly some of them have already started to come into being today.

The motorist uses the motorcar because it is much more flexible in operation than public transport and, of course, in many ways it is cheaper. Some sociologists have said that the motorcar is used for random social travel. I suppose that is a very attractive way of describing how the motorcar gives us freedom and flexibility to move around and meet our friends, which I think is particularly important to some of the people in my electorate who come to see me. Those single parents with children who have a car and who can move away from their flats or homes have a much greater chance of developing a healthy and wholesome community attitude than those who are confined with their small children within the four walls of their homes.

Certainly the motorcar gives us many freedoms. It gives one the freedom to wear what one likes. I used to be an oil company representative in the north midlands and I remember reading in the newspaper a story about a girl stopping her motorcar one very hot day, getting out of it, going into a delicatessen, and asking for sandwiches. She was wearing only a pair of shorts. Very quickly the shopkeeper's wife banished her husband into the back room—no doubt to cut the sandwiches—and the girl got into her car and went away. That story was published in *The West Australian*. Not everybody wants to travel in his or her car in that manner, but it is certainly a considerable advantage to be able to hop into one's motorcar in one's gardening clothes and drive to visit friends rather than travelling by public transport.

The use of the motorcar means that people can work in one area and live in another; they can live in desirable areas, such as on the coastal belt, and perhaps travel to less attractive industrial areas. I think that is a real change. I believe it is tremendously important for the ordinary man, such as the low income earner, to be able to have a motorcar. It gives him a freedom which is a real and important part of his life.

But there are people who are out to really attack the motorcar. Some people from Friends of the Earth have written a book titled *Getting on the Right Track* and in it they say that the use of cars for commuter trips has to be phased out. They say it should be squeezed out and that there should be a gradual tightening to phase it out. These people have embarked on total war against the motorist. I think it would be a great pity if we overreact to this sort of overreaction.

It is certainly true that week by week each of us notices the increasing congestion on the road. But it is too simple to say that we will squeeze the motorist out of his car and put him in public transport, because public transport is very expensive. It has been estimated that in 1976 national bus and rail losses amounted to more than \$400 million, which was 10 times the size of the loss only four years earlier.

If one looks at the Government transport systems of the six capital cities of Australia in 1960 one finds that they carried 1 122 million passengers. In 1970 those same six State capital transport systems carried only 948 million passengers, a decline of 174 million at a time when there was a 30 per cent increase in the populations of those cities. It is true that public transport these days is recognised by all sorts of Governments as providing a social service and when we look at these losses we need to keep that in mind.

It is not all gloom in regard to trains and buses because the newer ones are certainly much more comfortable than ever before. But they are not cheap. It has been estimated that a modern bus seat is worth \$1 000; and a seat in an ordinary automobile is worth about the same. I am advised that seats in electric trains and trams are worth \$1 500 to \$2 000 each.

Nicholas Clark, who is a leading transport consultant in Australia, claims that public transport is occupied on average only about 20 per cent to 25 per cent of the time. That is about the same time as an ordinary car is occupied, so when people protest about one person in a motorcar passing them on the freeway to work, that average is about the same as the average occupancy on public transport in the whole of Australia. That man travelling along on his own in his motorcar is able to have the benefit of his radio to listen to Wattsie. As well as listening to Wattsie he can also have his air-conditioner on, if he is fortunate, and he is travelling in comfort. He left his home when he wanted to and hopefully he will be able to arrive relatively close to his place of work.

It has been said that Perth and Adelaide have the best transport systems in Australia. I suppose we should appreciate that part of that is probably due to the fact that we have nowhere near as large a population as, say, Sydney and Melbourne. But I have no doubt that the leading transport civil servants of this State have done a first-class job.

Many members will know that recently a study was done titled, "Transport Policies for

Central Perth". It sets out some transport reduction policies. I am stirred to comment briefly on that report, because in it the Director-General of Transport says—

It would seem that attitudes are changing and that a more rigorous approach to reduction of car traffic might be accepted by the community without too much objection, at least for commuters to the central area . . . One of the objects of this study is to test public acceptance of this approach.

That is the reason I feel I must say a few words on this subject, because I would not want those people to think that I am accepting without qualification all that is written in this report. The report talks about various ways in which transport can be controlled. It talks about physical reduction measures—closing streets, lowering speeds, and giving priority to buses. One method of physical control could be uncontrolled congestion. The report also talks about fiscal means—fuel taxes; higher parking charges, of which we have seen something recommended in tonight's newspaper; higher vehicle registration fees, of which we have also heard something; area entry licences; and other fiscal means.

There are also legal ways of doing it by restrictions on routes, area permits, and so on. In addition, there is finally traffic avoidance involving staggered working hours, car pooling, and, the great saviour for some, the marketing of public transport. That report sets out 24 traffic reduction measures and places the advantages and disadvantages under categories such as environmental, lower infrastructure costs, public transport, social, what is called inequitable, the car user in terms of operating costs, time, and so on. Of those 24 possible benefits only two are classified as being of car user advantage. These are staggered working hours and car pooling. If we look at the 24 possible disadvantages of this report's traffic reduction proposals we find that the car user is at a disadvantage in 11 out of the 24. If we look at it more carefully we will find that some of them do not have a disadvantage, so it is really 11 out of 14.

With respect, I think this report is making the motorist a sacrificial lamb. Forced traffic reduction along these lines will affect the motorist, whether it is in his role as a commuter, as a shopper, or as a short-term visitor to the city. It will affect city businesses. I believe it will also affect our social freedom. It certainly will cut Government revenue from fuel taxes. It will affect the motor and allied industries. I think it is likely to discourage city life. One need only

look at what happens in certain cities of the world—for example, New York—where people are afraid to go to certain places and at night-time avoid even larger areas. I think this city lawlessness will increase if we use techniques which will force people away from our capital cities before such action is needed.

The City of Perth, which is seeking higher parking fees, collected \$2 243 000 from parking charges during 1974-75. During the same period it expended \$1 975 000. That provided a profit, during 1974-75, of \$268 000. What is happening, of course, is that the income from parking is increasing as a result of penalty charges. I question that method of raising money, and much more research needs to be carried out before that system is thoroughly implemented in the City of Perth.

Some anti-motoring people—pro-public transport people—argue that it is only necessary to force up the costs of motoring until they reach the same level as the cost of public transport in order to provide competition. That has yet to be proved.

The transport study of Perth makes three major recommendations. One is a scheme by which parking charges would be increased, and area subscription fees would be introduced under which a car parked on the fringe of Perth, in which four passengers had travelled, would face no charge. If the car carried three passengers, the charge would be 50c; if it carried two passengers the charge would be \$1; and if there were only one person in the vehicle the charge would be \$1.50. The idea of the recommendation is to force more and more people to use the transport services. Presumably, the suggested arrangement would force more people to travel during peak hours and I wonder whether that would involve a tremendous increase in the capital expenditure of the Metropolitan Transport Trust.

Mr Pearce: What about a reduction in fares? In New South Wales the fares came down and the usage went up.

Mr CLARKO: With regard to the suggestion of a reduction in fares, it was found in New South Wales that the people travelling in the peak hours are those in the middle and high income group. The survey showed that it would not have been difficult for them to pay more for public transport during peak hours. At the same time, people who travelled during non-peak hour periods were usually on limited incomes, such as pensioners and students, and fares could be lowered during that time.

The study which I read indicated that, overall, a reduction in fares would not have a major effect on public transport use.

The second proposal put forward in the Perth transport study was to apply greater controls over parking in the City of Perth, particularly parking which was in private hands. Half the parking bays in Perth are in the control of private organisations, and it has been suggested we should limit the number of cars for which private parking is provided, and therefore reduce congestion during peak hours. It was envisaged in future town planning there would not be the same demand for car parking bays to go with buildings. It was also suggested that a tax levy should be applied, and that an applicant for a parking permit should be checked out to see whether or not he needed a parking bay. I do not support any of those recommendations.

I now move on to the third recommendation, which refers to clear kerb transit lanes where buses can travel freely, and where cars carrying three people can travel also. That scheme was tried in Los Angeles. On the day of its introduction, it was discovered that hundreds of gallons of paint had been thrown over the reserved busways. Tacks and all sorts of debris were scattered along the reserve in an effort to show the feelings of the people in the area. It was interesting to note some of the tricks which were used so that people could use the three-passenger carway. Some people had blown up dolls to make it look as though there were three people in the car. Some members may be interested to hear the best story, which was about a funeral director who was picked up for travelling in the three-passenger carway. He had an assistant with him, and he claimed he had a legal right to use the laneway because there was a third person in the vehicle. Of course, he included the cadaver.

The clearway scheme has been used in Sydney, and I have been informed it has many drawbacks. While it speeds up traffic at certain times, at other times it involves extra congestion.

Mr McIver: How do you think they would get on in Sydney if they did not use that scheme? It has been in operation in Sydney and Melbourne for years.

Mr CLARKO: I am not saying it should not be done.

Mr McIver: Why does not the Government give it a try? It should be tried over the Canning Bridge.

Mr CLARKO: With respect to the member for Avon, Western Australia has led the way in

the provision of busways. It is only a start, at the moment, and it operates in Adelaide Terrace approaching the Causeway, and in Fitzgerald Street. A total of 21 bus routes now leave the city via Fitzgerald Street. The Mitchell Freeway is designed to have a similar system. I am not saying it is wrong; I am saying it is not completely without some problems.

The Perth transport study was commented on much more ably than me by the editor of the *Road Patrol*, the journal of the Royal Automobile Club. One of the points emphasised in that journal was that to solve the transport problems of Perth, we badly needed a ring road system. That would obviate the need for traffic to go through the centre of Perth when there was no necessity for it to do so. A northern ring road should be provided as soon as possible.

Mr Davies: What about Riverside Drive? That is part of the ring road scheme.

Mr CLARKO: Another problem which I will not have time to touch on in detail, and with which there is a considerable amount of uncertainty, is the question of exhaust emission control. What is commonly known to motoring minded people as Australian Design Rule 27A, was introduced in July, 1976. That was the commencement of emission controls in Australia, and it really emanated from New South Wales. As a result of the introduction of emission controls by the New South Wales State Government, those controls had to be fitted to all vehicles in Australia.

There has been quite a deal of criticism, not only from the automobile clubs, but also from professionals and academics with regard to the desirability or otherwise of exhaust emission controls. An article appeared in the Press recently to the effect that the commencement of exhaust emission controls should have been delayed.

An important part of the solution to the problem of exhaust emissions is the provision of better roads. It is important that we do something by way of synchronising the present system of traffic lights.

The ACTING SPEAKER (Mr Crane): The member has another five minutes.

Mr CLARKO: It has been said that stop-start driving is twice as expensive because of the fuel consumption. Without doubt, the synchronisation of traffic lights would provide a smoother flow of traffic, and would mean a saving in both money and time. Certainly, there would be a saving on wear and tear on motor vehicles, and certainly there would be a reduction in the cost of transporting goods and services. The improvement of

our road system would no doubt have a significant effect on road fatalities and injuries.

I would like to comment on a proposal which I understand was put forward by Dr Kirkwood. He suggested that the maximum speed of 110 km/h should be reduced to 100 km/h. It is my opinion that the trial should be carried out and I hope that the proposal is agreed to before long in this State. I have been perturbed at the number of people killed in motor vehicle accidents in our country areas. The people living in the country say it is the city people who do not know how to drive who are killed. However, I believe many young people drive to the maximum speed limit and the idea is well worth trying—at least for a period.

When I was an oil company representative driving a Holden car it was the custom to put a bag of sand in the boot of the car in order to keep it on the road when travelling at 60 mph. I am sure the member for Bunbury would recall that practice.

Mr Bertram: What is the real cause of the deaths on country roads? Is there not some statistical evidence available?

Mr CLARKO: The prime cause is speed.

Mr Davies: What about alcohol?

Mr CLARKO: I understand alcohol is not as significant as speed. Many people say speed is the prime cause of accidents, but more research needs to be done.

Mr McIver: Rubbish; a reduction in speed creates accidents.

Mr CLARKO: I am aware that the member for Avon might want to get home in three quarters of an hour, but I suggest it would be safer if he were to take 1½ hours to get home.

Mr McIver: No, we need faster diesel locomotives.

Mr CLARKO: Mr Nixon (the Federal Minister for Transport) received a deputation from the Australian Automobile Association quite recently. At that meeting Mr Nixon said—

It was the Government's ambition to improve the road system in Australia.

I hope he will prove to be as good as his word because in a State such as Western Australia, which has one of the largest vehicle units per person in the world, with a population dispersed over a couple of thousand miles from the north to the south, it is essential we have good roads. Before the full implementation of new federalism, we need assistance from the Federal Government without any strings attached to the road grants.

In conclusion, if we are to solve the transport problems in the Perth metropolitan area it is important that we bring together the many fine people associated with Government departments, people in private industry, and representatives of the RAC and other motoring organisations, so that we will maintain our position as one of the leaders in the Australian transport system, because it is essential that the Western Australian motorist is not taken for a ride.

Mr Jamieson: I hope he is!

MR DAVIES (Victoria Park) [9.27 p.m.]: I join with previous speakers who have welcomed new members to this House. I hope they will not be disillusioned too soon; it happens quicker to some of us than it does to others. However, I hope the new members maintain their enthusiasm—the new members from both sides—for many years. Of course, I refer to those who will remain with us for many years.

I would have liked to welcome the Speaker personally but, I hope you, Mr Acting Speaker (Mr Crane) will convey my remarks and my very good wishes to him. I do welcome the Speaker and I trust you will refer him to my remarks in *Hansard*—if *Hansard* ever arrives here again! We seem to have lost track of it and perhaps that may not be a bad thing!

I might say I sympathise with the Speaker for not having been appointed to the Cabinet by the Premier. I hope if he does behave himself he will, in due course, receive either a Cabinet ranking or a knighthood.

Mr Jamieson: Those are the options?

MR DAVIES: Those are the two options, if he behaves himself. I was sorry to note that in the changes proposed by the Speaker he did not mention that he would do anything about dress. I have with me an article—I have had it for many years—written by Clarrie Menagh, a former parliamentary roundsman. For many years he sat in the Press gallery. He was probably one of the keenest parliamentary roundsmen I have ever met. I believe he probably could have finished most of our speeches well ahead of the member making the speech, and had the copy down to his editor before the member had sat down. I had a great admiration for Mr Menagh.

He wrote the article to which I am about to refer some years ago, and I have kept it because I liked some of the phraseology in it. I said earlier I hoped the Speaker would have done away with his wig and gown. In this respect, the article

states that the dress of the Speaker can be described as half a sheep and a bombazine gown which made him look like the widow Twankey in a pantomime. Sometimes I feel this is very true. A wig seems to be quite out of place in this day and age.

Mr Blaikie: Do not be disrespectful or you will be called to order.

Mr DAVIES: I am quoting from the *Federal Hansard*. Wigs seem to have a long life. The article goes on to say—

Our first Speaker, Sir James Lee Steere, wore his until his death in office in 1903 and it became a hand-me-down to 10 of 12 Speakers up to Charles North in 1947, when it was replaced by one bought from the estate of Chief Justice McMillan, who died 16 years earlier.

I do not know whether that wig has been replaced but I understand action has been taken to obtain a more appropriate one.

When this article was written in 1965, wigs cost something like \$180 each, but because of the demand from the established makers (Ede and Ravenscroft, of Chancery Lane, London), there was a waiting period of about three years. We can understand why no Speaker would buy a new wig: after three years he might find himself out of the Chair with a change of Government. However, I understand a new wig is coming forward at present.

I congratulate you, Mr Speaker, on the fact that you have not broken one record, that of having the shortest term of office. That record is held by Mr Bertie Johnston, who reigned for a fortnight in February, 1917. According to Mr Menagh's article, Mr Bertie Johnston was a Labor renegade turned Independent. He was put in the Chair by the second Wilson Liberal Government to save it from defeat on the floor. The article goes on to say—

Labor tolerated Johnston for five sittings, then rebelled when he tried to suspend Holman for disobedience. Bedlam reigned for an hour, with the sergeant-at-arms and a burly policeman too frightened to obey Johnston's order to evict. When Holman ascended to the chair and threatened to yank Johnston out of it, Johnston armed himself with a heavy inkstand to use on Holman's head should he come any closer.

Finally, Johnston fled the chair, never returned and resigned.

So I congratulate you on not breaking his record, Mr Speaker. I am sorry to see the heavy wooden ink stand with which the Speaker was going to defend himself has been removed and you have probably been left with only a biro. However, I do not think the House will get into that state under your guidance.

In my first speech in this House, almost 16 years ago to the day, I drew attention to the need for a further bridge across the Swan River and suggested that bridge could be at Burswood Island. I congratulated the then Government on the fact that the Causeway had been upgraded and there had been a considerable improvement in the traffic flow. The Narrows Bridge was on the way and we were hoping a start would be made on another upper river crossing. That was almost 16 years ago.

I have not been remiss in bringing the matter to the attention of the House since then. I have asked questions on many occasions, and I was sad to learn from the then Minister for Transport in the last session of Parliament that relatively little interest was being taken in the matter and no action was contemplated. The Western Australian Government had referred the matter to the Federal Government, and the Federal Government had apparently initially asked for some information about it but the information had not gone forward.

I am pleased to see the Perth City Council expressed concern in *The West Australian* on the 10th August, 1977. I thought it was not unreasonable that I should again draw the Government's attention to the urgent need for another river crossing. Those who use the Causeway during morning or evening peak periods will find, particularly with the Kewdale industrial development, it is becoming increasingly difficult and frustrating to make anything like a speedy crossing.

Mr Bryce: You could just about read your newspaper while doing it.

Mr DAVIES: We are back to the days of 1961, with the traffic flow being such that by the time one gets over the bridge one has read *The West Australian*.

The need is urgent. While we realise it is urgent for the Mitchell Freeway to be extended to the northern suburbs, the development taking place south of the river—particularly the Kewdale industrial development—is being completely disregarded. I congratulate the Perth City Council on highlighting this matter again, but I do not want to miss the opportunity to remind you, Mr Speaker, of another of the Government's broken promises.

I quote from the Liberal Party's policy in 1965. Dealing with town planning, it states—

The Mitchell Freeway is an important early step towards meeting these future needs.

Other steps will include a start on two new bridges over the Swan River, one near Burswood Island and the other at Fremantle, within the next five years.

Two bridges, not one! Of course, we have the bridge at Fremantle, but that eventuated more by accident than by design. But as regards the bridge we were hoping desperately to have, which in 1965 was promised within five years, some seven years later I think the only work that has been done on it was done under the Tonkin Government, when a certain amount of sand was placed there for landfill.

From the answers to questions I asked of the previous Minister for Transport, it appears this is a forgotten matter as far as the Government is concerned. Since our Government started to put the foundations in, nothing further has been done. If, as the member for Karrinyup said, we are going to maintain a regular and proper traffic flow in and around the city, we cannot afford to ignore a further crossing over the river upstream of the present Causeway, and the proposals for Burswood Island are the proposals to which we are looking.

The information the member for Ascot received from the Town Planning Department was that it would be something like 10 or 12 years before land would be resumed in Orrong Road, and we can only presume it will be 10 or 12 years before we have a bridge across the river at Burswood Island. This will have brought traffic to the southern suburbs almost to a complete halt, because the Garrett Road Bridge will not be able to help very much.

The present Causeway is almost chockablock. When one looks out of the windows here on any evening one can see what it is like on the Freeway between 4.15 and 6.15 p.m. The problems are becoming manifest every day. I plead with the Government not to neglect the area south of the river and not to pour everything into the Mitchell Freeway but to use some of its funds for the Burswood Island bridge.

Mr H. D. Evans: And country roads.

Mr DAVIES: I think the country roads are receiving a fair share of the funds. What is the good of allocating funds to country roads when people are stuck in the city and cannot get out to drive on them?

In the Address-in-Reply debate we are wont to talk about parochial matters, and I have proceeded along those lines by talking about the Burswood Island bridge. I might say in passing it is not unreasonable that we should comment on the Governor's Speech, because we are speaking to the motion in relation to the Governor's Speech to Parliament. I am pleased to say the Governor's Speech this year was not as political as the one made on a previous occasion. It contained very little to which one could take exception and very little of interest to us. I say that without disrespect to His Excellency, but as on other occasions it is not what is in the Governor's Speech but what is not in it that is of real interest to us.

It was good to be able to get back into Parliament and put the Government on its toes. I was sorry to see in the weeks just before Parliament resumed there was some criticism in the newspapers about the long time Parliament had been prorogued. I would have thought, according to the newspapers, no-one had mentioned this. However, at the declaration of my poll at the end of February, members of the Press were present and I made a long statement about the need for the Government to call Parliament together again at an early date because of the pressing problems of unemployment, inflation, and other matters which needed to be discussed. I said it was understandable that there might not be an autumn session at times when the Government changed, but when there was no change of Government and only minor portfolio alterations took place it was not unreasonable to call Parliament together much earlier, particularly because of the pressures which have been upon us and which have become much worse since February.

Perhaps we might have been able to goad the Government into some action in relation to unemployment and inflation. However, that was not to be.

The last remark I want to make about the elections is that I believe the Premier was discourteous and showed scant regard for the whole of the population of Western Australia in the manner in which he announced the election date. He gave us 24 hours to get in any cards necessary to have people enrolled.

It is true people should take it upon themselves to ensure they are enrolled, but, people being what they are, they do not attend to these matters until the last minute. Usually two or three weeks are given for this. The Tonkin Government gave six weeks' notice of the closing of the rolls and 10 weeks' notice of the election date. The Premier gave us 24 hours' notice of the closing

of the rolls, which prevented many country people getting on the rolls. It probably did not affect the Labor Party vote, but it could easily have affected the vote of the National Country Party. Furthermore, I think the Premier gave us a month's notice of the date of the election. He said at the time that it was quite obvious when the election would take place, that he knew and everyone else should have known. That was no excuse, and I think it was discourteous in the extreme to the people of Western Australia.

I am pleased to pay a compliment to the Electoral Office which coped with the huge number of people coming in up to midnight on the day the rolls closed. There was no air-conditioning in the office. People were standing shoulder to shoulder and children who had to be brought in by their parents were distressed by the heat.

Mr Bertram: It was a proper shambles.

Mr DAVIES: It was indeed. It was pleasing to see the staff behind the counter did not "lose their cool".

Mr Jamieson: They did not have their "cool".

Mr DAVIES: No—the air-conditioning was turned off and there was not a breath of air in the place. But at least the staff handled the situation with dignity and tried to answer queries from some very irate people who might have been more irate than usual because of the circumstances. I was in the Electoral Office at 9.00 p.m. on that day and I congratulate the staff on the job they did.

It all rests on the shoulders of the Premier. He should amend the Electoral Act to ensure that at least a week's notice is given of the closing of the rolls. I have never known any previous Government to give only 24 hours' notice. The Premier has scant regard for the people of Western Australia.

Mr Jamieson: There is a lot to be said for the American system of having a fixed day for the election.

Mr DAVIES: In this instance the Premier thought he would try a bit of jiggery-pokery. He thought, "We will cut back the National Country Party vote and we might cut back some of the Labor Party vote up north." As far as I know, all members who had Labor cards got them in, even if they had to fly them in an hour before the rolls closed.

The fact remains that it should not happen; there is no need for it to happen in this day and age, and the Premier needs to be castigated for his attitude.

Mr Jamieson: What are you going to do to him?

Mr DAVIES: I suggested he should be castigated.

Mr Jamieson: Oh, that is all right.

Mr DAVIES: I said it is not unusual that we should talk about parochial matters during the debate on the Address-in-Reply. I want to talk about the resiting of the East Victoria Park Primary School. As members know, some three or four years ago the site of the old school was sold for a shopping centre at a cost of close to \$1 million, and the way this transaction was carried out leaves room for improvement. It was a case of bureaucracy gone mad without the Government being aware of what was happening.

The fact remains that the site was sold, and for three years the company had no finance. It was unable to commence the development, so the school remained where it was. Eventually I was able to persuade the department to undertake repairs and renovations to the school which was just about to fall down.

The contractors were in the middle of this work when the developers decided they would go on with the shopping centre and the workmen were stopped almost with their paint brushes suspended in the air. The department had spent money on repainting and renovating the whole of the school, but it was pulled down almost immediately. In any event we accepted this.

About three years earlier a survey had been undertaken to determine the feelings of the parents and the areas to which the children from the school should be directed. I believe there was general acceptance that if the school could not remain where it was—and many people wanted it to remain there—the only possible site for it was the old Hawker Siddeley site.

The move was then accomplished with indecent haste. First of all the primary school had to be closed down by the end of December or before the Christmas holidays. It was necessary to amalgamate the two schools, and these two schools then worked as one school right up till the end of June under conditions which no-one could reasonably be asked to tolerate. Heavy machinery was working around the school all day with noisy rumblings, and trees were being pushed over. This was all necessary because the developers had to get on with the job and it did not matter about the school children! The developers had waited three years to start the project, and then the children were pushed out with indecent haste.

I will not go into all the details because of the lack of time, but the school was told that the moving date was to be the 27th June. That was about two months too early, because the grounds are not finished yet. The children left the old school on the Friday and went into the new school before the building was completed. Painters and other tradesmen were still there, and as I just said, the grounds are still not completed. The staff and children had to work under great difficulties, and it is a credit to the headmaster (Mr Carrigg) and his staff, that they were able to carry on in the way in which they did with very little loss of teaching time. They were able to adapt very well indeed, and I would be unfair if I did not say the new school is a great improvement on the old one.

Of course, some sentimentalists would still like to see the old school where it was, but for my part—and I believe I speak for most of the staff and a good number of the children—I am delighted with the new school which is one of the cluster types with all the improvements incorporated in this kind of school.

However, the children were moved in far too early. There was one footpath only by which to enter the school, and a bus had to be arranged to transport children from one side of the suburb to the other. I am pleased to say that after I had conveyed a message to the Minister for Education that the mothers of the children threatened to lie down on the road if something was not done about the Shepperton Road-Mint Street lights, the Minister, along with the Minister for Transport, a superintendent from the RTA, and several people from the Main Roads Department—

Mr P. V. Jones: The Perth City Council.

Mr Barnett: Sounds like you had an army there.

Mr DAVIES: —the Town Clerk of the Perth City Council, several councillors, a few policemen, and representatives of associated bodies, made the largest gathering seen in Victoria Park for quite a time. In fact, I do not know who was effectively running the State that morning, because all of the brains were gathered at this intersection!

It was a rainy morning, and the Minister for Education very quickly appreciated the problem. Not only were we granted our request for one guard-controlled crossing, but we were granted two guard-controlled crossings, one on either side of the lights. The situation is to be reviewed after a period of three months. Although it is

operating very satisfactorily, of course, the Minister knows that the only real solution is a pedestrian overpass. I know he is battling for money and he is seeking assistance from the Perth City Council and the Main Roads Department in order to provide an overpass.

It was interesting to see the manner in which he attacked the problem once he visited the area, and his attitude is very much appreciated. I am pleased to say that so far there has been no fatality, and that the Main Roads Department and everyone else have been most co-operative. The Minister must have a great deal of charisma to initiate action of this type.

What worries us, however, is that at the planning stage when a meeting was held at the old primary school about September of last year, everyone was left with a distinct impression that the new school would be erected on a 10-acre site. Plans were shown at the meeting, and everyone there was of the opinion that the plans incorporated adequate playing fields. We find, however, that the school has been sited on an area of just six acres, and there is no adequate playing field. A long narrow strip of grass will be developed into suitable grounds, and this will be used for what we called physical culture. I do not know what it is called now.

Mr Pearce: Phys. ed.

Mr DAVIES: When this flat land is grassed, it will eventually be good for physical education, but it will not accommodate any team sports. It will not be possible for the children to play football or cricket there.

This school, of course, is part of the community, and its students visit other schools and in turn act as host to them; however, the school has no fields on which its teams can meet other football or cricket teams. It seems the parents feel they have been done in the eye and that the department has been less than fair. I do not blame the Minister for Education, because he was not the Minister at the time; however, I do blame the planning officers for the distinct understanding they gave that adequate playing fields would be provided.

In order that the children may play any kind of reasonable sport it is necessary to bus them to Kent Street Senior High School, about 1½ miles away, at a cost of about 10c each way—although I am not certain of the cost. In any case, each family must pay for their children to play sport at Kent Street. So far the children are welcome at Kent Street on Friday afternoons, but I do not know how long that will last. Incidentally, two families have refused to allow



their children to be bussed to other playing areas. They say if the Education Department cannot provide playing areas at the school, they will not let their children go anywhere else. So two children have to sit in the classroom and be deprived of their sport.

It is possible to use the nearby Kate Street reserve for some minor team activities, but again cricket and football cannot be played there.

I wrote to the Minister some time ago and asked him to consider the possibility of taking over some of the old Hawker Siddeley site which was purchased by the State Housing Commission—and I will say a few words about that in a moment. I thought at least the Minister would not let the opportunity pass and that he would take over some of that land, which the State Housing Commission has bought, to provide playing fields where they should be—right alongside the school. Once that land has gone there will be no hope of getting any other land unless we knock over a large number of houses.

This is a beautiful school. It is not in a particularly good situation, but it is putting up with what it has; indeed, Albany Highway might be less noisy than it was. However, it has no playing fields and we have an opportunity to take over some of the State Housing Commission land for that purpose.

The SHC says that, subject to zoning, it hopes to construct medium density housing on that land which, no doubt, would fill a need in the district, particularly if it is pensioner housing. However, the fact remains that it is just not good enough if the school forever more—and it is not likely to be shifted in the lifetime of any of us here—has to bus children to other areas to play sport.

The SHC land alongside the school was part of the original school site, and if part of that can be taken over for a playing field everyone will be happy and I will not have to write any more letters to the Minister on that matter.

I would like to draw the attention of the House to the cost of the school site. The site comprises 2.5109 hectares, and the final purchase price, including interest, was \$322 532.84, which works out at something like \$51 983 an acre. I suppose I could work that out in hectares, but it is not quite as impressive.

Mr O'Connor: We understand acres better.

Mr DAVIES: So do I. The balance of the old Hawker Siddeley site of 3.1 hectares was sold to the SHC for \$386 341.90. Incidentally, the school site had to be resumed. Interest

at the rate of 11 per cent was paid on the money during the period of negotiation from the time the contract was signed until the time of settlement, which added something like \$43 000 to the price.

The total site of 5.6 hectares which was resumed by the State—and some of which was purchased for housing at just over \$50 000 an acre—cost \$708 874.74—that is nearly three quarters of a million dollars for the old Hawker Siddeley site. Some members in this House may remember the argument that occurred—probably some members now were still at school—when the State Building Supplies were sold to Hawker Siddeley.

Mr Bertram: Sold or given?

Mr DAVIES: I was just about to comment on that. Looking at this matter in retrospect, I can only say that the present Premier, who was then the Minister for Industrial Development, should be indicted by Parliament, if it had the power to do so, for giving away the assets of the State. He gave away land throughout the length and breadth of the State—I have all the details in front of me. He gave away land in Carlisle, Byford, Mt. Hawthorn, Margaret River, Busselton, Bridgetown, and various other places. He sold all this land, buildings and equipment, and goodwill for \$2 million. The company owes us over a million dollars which it does not have to repay until 1982 when its payments cease. It is paying 5 per cent interest on that money.

Mr Jamieson: And this is the financial genius that runs the country.

Mr DAVIES: Yes, the financial genius, who is now the Premier of the State. He says he can do such wonderful things but he gave away all this land and all these buildings for \$2 million. The company did not have to pay anything for another four years, apart from the initial £200 000 deposit, followed by a period of four years when it had to pay only 4½ per cent interest. The balance of the \$2 million was to be paid in 17 instalments ending in 1982, at 5 per cent interest.

Mr Laurance: When was that deal arranged?

Mr DAVIES: In 1961. At that time members on this side claimed that the present Premier gave the land and buildings away. The Opposition detailed the reasons for this and they may be read in *Hansard*. It would be interesting for someone to do a thesis on it, but this would only prove that he gave them away.

A couple of interesting facts that come to light when one looks at this agreement are as follows: It is signed by a person called J. Samson. He

was a director of Hawker Siddeley and no doubt he was the same fellow who for many years was the President of the Liberal Party. One of the other signatories to the agreement was Quinton Stowe. We all know Quinton Stowe's association with the Liberal Party. It makes one wonder when one looks at the acres and acres of land that were given away. There was land at Bunbury given away to Hawker Siddeley. We have just paid that company over \$700 000 for 5.6 hectares of land for a building site in Victoria Park. We have just given back to the company about half of what it paid the Government. The company probably sold all the other land. The company still owes the Government over \$1 million and it is not going to pay that amount until 1982. Hawker Siddeley is certainly not going to clear its debt before that date because it is paying only 5 per cent interest; whereas it can receive 10 per cent to 15 per cent interest on any money which it has in its possession.

When we look at the fact that the Premier gave this land away, and look at the association of big names with the Liberal Party on the agreement; when we look at the policy of the Government with regard to this and at the lack of action on Muja power station which is now costing the State an extra \$59 million; when we look at the fact that it converted power generation to oil and is now spending \$33 million to convert back to coal, the question is whether or not we can afford the Premier. The question further arises: should not the Premier be indicted for his financial mismanagement?

Mr Laurance: What was the long-term loan rate in 1961?

Mr DAVIES: Incidentally, I would just mention that apparently Hawker Siddeley no longer exists in the timber field. It has been absorbed by other companies and all the benefit that was going to come to Western Australia from this mighty overseas company in this State—this international company coming here to build up a huge business—has been completely dissipated and the company still has not paid its debt.

Indeed, there are some clauses in that agreement that should be looked at because I do not know whether they are within the law; however, I will not continue with that at the present time.

The last matter that I wish to speak about, and I have only 10 minutes left, relates to pulmonary diseases and cancer of the lungs. I was reminded of these matters when I was driving home on Wednesday night, listening to broad band. There was a programme dealing with the

effects of asbestos fibres on workers. There were some international experts talking about the subject. It appears that Australia adopts the safety standard of something like four fibres per millilitre as against the international standard of two fibres per millilitre.

While listening to this programme I was reminded of a story I came across earlier this year. However, the situation has changed quite dramatically since then because the man unfortunately has died. He knew he was going to die because he worked at Wittenoom on the blue asbestos mines from November, 1957, to October, 1959. His name was Keith Maas. He died only a few months ago because he had worked in those mines. He was only 41 years of age. Before he died he was going to start a legal action against the Wittenoom blue asbestos mine for negligence in not properly warning the workers of the dangers associated with working at the mine.

He also charged the company with negligence in regard to the safety precautions which it took. During the time that Australian Blue Asbestos operated the mine something like 6 000 employees worked there and of these 166 people contracted asbestosis, a lung complaint caused by asbestos dust inhalation. It is similar to fibre inhalation suffered by miners. According to doctors I believe that asbestosis can significantly increase the risk of cancer. Of those 166 people, another 26, including Mr Maas of whom I spoke, had contracted mesothelioma. This is a rare cancer of the lung lining of the pleura. It can strike people who had been exposed to asbestos fibres some 20 years previously. One can see it is a real killer and a person's prognosis once that disease has been contracted is not very good. I believe it is something like six months.

Mr Jamieson: Fairly negligible.

Mr DAVIES: Two of those 26 people I mentioned were wives of workers who had been infected—if "infected" is the right word—by washing the overalls of the workmen on the site. It is hard to believe but this does happen. Apparently there is no treatment for mesothelioma. The usual life span once the disease is contracted is something like six months. Mr Maas contracted the disease in October, 1975, and died earlier this year. He attributed his extra lifespan to the fact that he had been to Europe where he received the best possible attention. He had been put on a vegetarian diet and he said that this perhaps affected his health.

What caused my concern was the report of the Commissioner of Public Health which was tabled

a week or so ago where under appendix XI, the Division of Occupational Health, Dr A. G. Cumpston, the director, reports as follows—

For the second successive year there were no newly diagnosed sufferers from tuberculosis.

In men who had previously worked in the Wittenoom asbestos mining industry there were four new cases of asbestosis and six new cases of mesothelioma.

Six new cases were diagnosed in 1975 and the mine had not been operated since about 1965. So one can see there are still plenty of people at risk. I believe I should tell Mr Maas' story.

He hoped at the time that his wife would be able to continue the legal action, and I understand that she is doing so. Mr Maas said he believed the dust extraction system at the mill, which crushed and separated the asbestos fibre from the rock, was inadequate and was expected to cope with too high a load. There are actually two separate mills: one had replaced an earlier mill while Mr Maas was working at Wittenoom. He said that although dust conditions had improved he believed both were too dusty. By the time the mill closed, I think it was in 1965 although it may have been 1967, about \$31 million-worth of asbestos had been produced. Of course, it would only be a subsidiary of CSR Limited, one of the biggest industrial giants in Australia.

Mr Maas said sometimes the dust was blown or blasted out of the machines all over the place. In the roller crushing cubicles one could not see one's hand in front of one's face. The dust was very bad around the conveyor belts. Whenever the dust spilt it was an extremely dicey situation. Mr Maas began as a cleaner and progressed to a leading hand and product tester and sampler in his 2½ years at the mill. He went to work there like so many other people, to save money to buy a home.

The SPEAKER: Order! The honourable member has five minutes remaining. I ask members to keep the level of conversation down.

Mr DAVIES: He also said the workers in the mill were issued with respirator masks, but not enough of the filter cartridges, which became clogged after a few hours' work. He said the process of cleaning the cartridges was ineffective, and the men saved their masks for use in the really dusty areas.

A Health Department physician, Dr D. D. Letham—a man for whom I have a great admiration—described in 1967 the respirators as

"designed to be worn for short periods and not an eight-hour day".

Of course, there was no alternative; the men either breathed the dust or suffocated because the respirators were ineffective and clogged up after some use—and, in fact, they did not even get enough cartridges to go with them!

Because of this, this worker knew he was going to die. I believe he was paid something like \$116 a week, and the total compensation was about \$33 000. He was to be paid not even three years' wages, yet he knew he would die at 41 because he had been exposed to unnecessary risk without being warned about it. He received something like \$116 a week and, upon his death, his wife received 85 per cent of the balance, if there was any balance. I do not know what she eventually got out of it. However, I believe that when the man was alive he at least should have received his full working wage, and his wife should receive substantial compensation.

Surely the people operating the mine knew the workers were constantly at risk. I am not suggesting the Workers' Compensation Board should pay the money; I am suggesting CSR has a moral obligation to see that this woman is not wanting because of the work her husband did.

In the few minutes left to me, I should like to quote the present Commissioner of Public Health (Dr McNulty) who in 1960 diagnosed Western Australia's first case of mesothelioma; it was only the second case in the world. The mine remained open but with steadily improving dust control measures until its closure in 1966 for "economic reasons". The Australian Workers' Union certainly opposes its reopening.

In 1968 Dr McNulty said—

It is obvious that the mine and mill were too dusty and poorly ventilated. The early onset and extensive acute disease which has affected nearly everyone who stayed there long enough must be attributed solely to the very high concentrations of finely divided silicous and asbestos dust to which they were exposed.

I understand Dr McNulty stands by those comments. That is an indictment if ever there were one, because he is a man whose qualifications and distinctions I regard very highly.

Discussing the possible reopening of the mine, Dr McNulty said—

The requirements of the Public Health Department and Mines Department would be very rigid. It is highly unlikely that it would ever be economic.

But the fact is that 26 people out of the 6 000 who worked there were inflicted with this cancer, and they have all died. The company seems to think that normal compensation is sufficient for them. Yet I charge that the company was negligent in not ensuring that the mine was properly ventilated and that these persons were not put at risk.

Unfortunately, my time has almost expired, so I will not be able to make my concluding remarks in regard to the particular case, except to say that I understand the mine worker's wife is still taking legal action against the company, and I wish her every success.

**MR WILLIAMS (Clontarf)** [10.15 p.m.]: I wish to support the motion so ably moved by the member for Cottesloe on opening day in reply to the Governor's address. However, firstly, Mr Speaker, I wish to congratulate you on your election to the high position of Speaker of this House. I am sure you will occupy that position with the full dignity and impartiality it commands.

I am most grateful to the members on both sides of the House and also to the staff of this Parliament for the courtesy and understanding they have shown me as a new member. For my part, to the best of my ability, I will uphold the traditions and courtesies of this Legislative Assembly. Above all I express my gratitude to the electors of Clontarf for having faith in me; I assure them I will do my utmost to justify their faith.

Mr Speaker, it would be remiss of me at this stage if I did not acknowledge the previous member for Clontarf (Mr Don May). As is known to this House, Mr May did not contest the last State election. However, I feel it should be placed on record that he was respected as a parliamentarian by members on both sides of this House and by the people in his electorate.

Members: Hear, hear!

**MR WILLIAMS:** The electorate of Clontarf contains 16 623 voters and approximately 8 000 home units. Amongst the people of the electorate there is a wide range of needs, from those of the retired through to those of pre-school children, and as their member it will be my desire to assist them when called upon.

Clontarf is divided into two equal areas by the Canning River and is administered by three separate local government authorities; namely, the City of South Perth, the City of Melville, and the Town of Canning. May I say at this stage I am very appreciative of the help, assistance and courtesies shown to me by these local authorities.

Referring to the section of the Canning River inside my electorate, I believe it is pertinent to mention the concern of the local authorities at certain aspects of the Waterways Conservation Act, 1976.

As you are aware, Mr Speaker, the relevant maps were tabled in this House on the 4th August, and together with the statement made by the Minister in another place, it is evident that the Waterways Commission has set the boundaries as the highwater mark for the moment. I commend the actions of the Minister in this regard; he certainly has responded to the cogent arguments for breathing space placed before him by many of the local governing authorities. But at the same time, these local authorities are showing concern at the boundaries suggested by the Environmental Protection Authority. Therefore, I should like to take a few moments to discuss this matter.

In October, 1976, the Parliament approved the Waterways Conservation Bill. The legislation sought to replace the Swan River Conservation Board with the Waterways Commission and the Swan River Management Authority. Significant changes were made to the legislation, the most important of which was the ability of the EPA under section 10 of the Act by an Order-in-Council published in the *Government Gazette* to define the boundaries of the waterways and the associated land comprised in the area, and place these under the control of the Swan River Management Authority.

In effect, this means that any area of land adjacent to the Swan, Canning and Helena Rivers can be defined by the EPA without reference to any local or other authority. Under section 36(1) of the Act, the Waterways Commission can request any planning authority—which includes a Minister of the Crown, the Metropolitan Region Planning Authority, the Town Planning Board or any local authority—to submit to the Waterways Commission for its approval any of the following: A town planning scheme, an interim development order, subdivision or amalgamation of any lots, the development of any land, or the rezoning of any land adjacent to the river. It is necessary to point out that the Act directs the Waterways Commission to make recommendations to the relevant authorities and in particular directs the planning authority that it cannot proceed with any of the above matters until the direction of the Waterways Commission has been considered.

This in effect means that any landowner who requires permission for development, subdivision,

or amalgamation adjacent to any river within the metropolitan area must submit an application not only to the local authority, the Town Planning Board, and the Metropolitan Region Planning Authority, but also to the Waterways Commission. This adds yet another dimension to the terms of planning and to the multiplicity of planning authorities which already exist.

Plans received by the City of South Perth regarding the new Swan River Authority show that the proposed boundaries appear to have been drawn up using quite inappropriate road reservations without proper consideration to the topography, ownership, relationship to the river, or existing planning scheme provisions. For instance, at one place the suggested boundary is one kilometre from the river and in another includes areas which are 65 feet above the highwater mark—a quite staggering prospect for a waterways authority. An example of the suggested boundaries in the City of South Perth area includes the whole of Aquinas College and also the Clontarf estate from the Canning River to Manning Road. Therefore, it can be appreciated that the local government authorities involved believe that such boundaries represent needless additional bureaucratic control. I feel sure, because of the understanding already shown by the Minister, that these matters will be resolved amicably.

I now turn to a matter resulting from the proposed extensions to the Kwinana Freeway. Although completion of these extensions will be welcomed by most people in my electorate because of the resulting reduction in peak period traffic congestion, it has in turn been necessary to resume a large number of private homes for this purpose; and a great deal of dissatisfaction has resulted from the level of compensation which has been paid to these unfortunate people. Therefore, I should like to dwell on this matter for a few moments.

Apart from the loss of one's personal liberty, there can be no greater hardship for the ordinary citizen than to lose his dwelling house. Such loss is serious for any person but in the case of the elderly the loss of a home can, without exaggeration, be described as devastating. Unfortunately due to the expansion of road systems, an increasing amount of planning and developmental work, and other factors, there is now a real risk that any member of the community may suddenly find himself or herself faced with such a problem.

One must ask then: What does the Government of the day do to compensate such people for their almost tragic losses? As the law stands at

present, I believe compensation is wholly inadequate. It may be said that if one lives in the city one must be prepared to make sacrifices in the interests of progress. I consider this statement to be entirely wrong. If society wants progress, that burden should be spread across the whole of society and some unfortunate individual should not be expected to bear alone at least a disproportionate part of the burden.

To lose one's home is bad enough but to receive inadequate compensation for it is unpardonable. In theory the Public Works Act provides for the payment of compensation and this compensation is assessed by valuers of the Public Works Department. No doubt individually these men are reasonable and competent people. However, they appear to value on a scale or by some method which simply never provides adequate compensation for the dispossessed.

I believe consideration should be given to altering the Act. It is harsh enough to lose one's home, but then perhaps late in life to have to raise a mortgage to finance one into a comparable house is simple cruelty. I believe a number of things need to be done and it will need legislation to do them. In the first place, the law should provide not for some theoretical market value but for the true replacement cost of a comparable house in a comparable situation with a garden of equal value to that lost.

In the second place I believe there should be one valuation department for the Government which should be a completely independent statutory body divorced from any other department and headed by a valuer of high standing with a staff of qualified men who will assess values in an atmosphere in which they are not subjected to departmental or other pressures.

In the third place I believe a person whose house is being acquired or resumed should have a right automatically to the services of his own valuer at cost to the Government. If agreement cannot be reached even with an independent valuation authority such as I have mentioned there should be an equally independent tribunal available continuously to hear disputed claims.

It may be said that there are some people who will try to make a profit in such circumstances. However, I believe that with the establishment of an authority such as I have suggested there will be less chance of this occurring than there is at present. Of people being adversely affected under the present system, currently a very large number of honest citizens are faced with

serious financial losses simply because the Government of the day or the local government authority want their houses for some purpose in the State's interest.

A further problem which arises in property acquisition for public development is its indefiniteness. By that I mean that although people in certain localities are generally aware that their properties may be affected in the future, by the process of not publishing notices of intention to resume, everyone is left with an air of uncertainty—of not knowing whether all or part of their properties will be affected.

This results in properties falling in value or become unsaleable. Also Government departments buy isolated properties and these properties are sometimes tenanted by undesirable people and the whole area is adversely affected in terms of property value.

I should now like to draw the attention of members to a new development concept of the State Housing Commission. It involves the three-stage construction of a self-contained instant suburb. The area of Karawara in my electorate is one of the first examples of the implementation of this concept. It is isolated from existing housing areas and is at least 1½ kilometres from any existing shopping centres. Although there has been a high degree of planning, certain unforeseen problems have come to light during the construction of this project. It has all the modern facilities such as gas, underground power, cycleways, periphery roads, and modern attractive buildings. But whilst the quality of the house is important, far more important is the quality of living. It must never be a matter of quantity versus quality. The two must go hand in hand.

For example, although nearing the end of stage three with 2 500 people living in the area, there are still no internal shopping centres. It is necessary for residents to catch buses which run at very infrequent intervals to other shopping centres in order to make even the smallest purchase.

A shopping centre is planned for Karawara, but until such time as it comes to fruition, it is particularly difficult for retired people, and young mothers who comprise the greatest portion of the population in this community, to cater for their daily needs. I believe the State Housing Commission should take the initiative and build these shops forthwith, giving the tenants the right to purchase. Further, as Karawara is an Aboriginal word meaning "green place" it is reasonable to expect that substantial grassed areas should have been established over the last

three years to provide recreational areas for the residents. However, at the moment there are no suitable grassed playing areas for the children or for local sporting organisations.

At the moment a \$150 000 community hall is being constructed on the estate, and I commend the SHC for proceeding with this project. Although bricks and mortar might build a nice structure, the involvement of the people is required to make it a worth-while part of the community. Therefore I believe that a recreation officer should soon be appointed to develop the strategy for the use of the hall and to initiate moves for community participation and worth-while character-building activities. There are still various problems to be overcome within the estate, but with the co-operation we have received from both the past and present Ministers, these are being rectified.

I have simply tried to point out to the House the anomalies which have arisen in this instant estate and I do so for one reason, and one reason only; that is, to ensure these problems do not occur in the future. When finance is provided for an estate such as this, care must be taken to ensure that the auxiliary services are provided for at the same time, and in doing this we will be assured of a true and proper concept from the very beginning. However, let me say that the concept of the estate is fine. The people are good-living, and the will to make it a desirable place in which to live is ever evident.

So I find my role as a member of Parliament a challenge. The requirements of my electorate are of paramount importance. The goodwill of the people is essential, and I trust my capacity to fulfil my obligations to this State will be significant. Members can be assured that these will be the dominant factors for me in the future.

I thank the House for its indulgence.

Debate adjourned, on motion by Mr Bryce (Deputy Leader of the Opposition).

*House adjourned at 10.33 p.m.*

## QUESTIONS ON NOTICE

### SCHOOL.

#### Caversham

266. Mr TONKIN, to the Minister for Education:

What has resulted from my representations to him with respect to the exchange of land which was part of the Caversham primary school?

Mr P. V. JONES replied:

Discussions have taken place between the Property and Valuation Office of the Public Works Department and the Shire of Swan with regard to the land in question at the Caversham primary school. The Property and Valuation Office is now proceeding with a valuation and further negotiations.

### COAL RESERVES

#### *Outside Collie Basin*

267. Mr T. H. JONES, to the Minister for Fuel and Energy:

Will he advise the proven reserves of coal that exist in Western Australia outside the Collie coalfield basin?

Mr MENSAROS replied:

"Proven reserves" are taken as being equivalent to "measured reserves". Such reserves are those which have been proven to a stage where mining is possible without further work.

There is a small quantity of indicated or "probable" reserves within the State, i.e. Wilga 5 million tonnes, Eneabba 37 million tonnes, and Eradu 13 million tonnes. There is no proof at the present whether these reserves could be mined on a commercially viable basis.

### DENTAL THERAPY CENTRES

#### *Establishment at Schools*

268. Mr TONKIN, to the Minister for Health:

At which of the following schools:

- (a) have dental therapy centres been established;
- (b) is it intended to establish a dental therapy centre in 1977;
- (c) is it intended to establish a dental therapy centre in 1978?

Camboon primary school;  
Weld Square primary school;  
Hampton primary school;  
Eden Hill primary school;  
Lockridge primary school;  
Lockridge Junior primary school;  
Caversham primary school;  
Morley primary school;  
Anzac Terrace primary school.

Mr RIDGE replied:

- (a) Dental therapy centres are established at—  
Camboon primary school,  
Hampton primary school,  
Lockridge primary school,  
Anzac Terrace primary school;
- (b) No;
- (c) Planning for 1978 is not complete.

### SCHOOL DENTAL THERAPY CENTRES

#### *Federal Grant*

269. Mr DAVIES, to the Minister for Health:

- (1) Has he received advice from the Australian Government as to how much of the \$600 000 to be allocated for school dental scheme grants, will come to this State (*The West Australian*, 6th August, 1977)?
- (2) If so, can he give particulars?
- (3) Will this enable free treatment and dental health to all children under 15 years in this State, as reported?
- (4) If not, approximately what proportion of that age group will be able to benefit?

Mr RIDGE replied:

- (1) In *The West Australian* of Thursday, the 4th August, there is brief reference to \$600 000; however, these funds do not include allocations to Western Australia.
- (2) No.
- (3) and (4) The answer to these queries is dependent upon the outcome of State and Federal Budgets.

### RTA AND POLICE

#### *Morley and Lockridge*

270. Mr TONKIN, to the Minister for Police and Traffic:

How many—

Road Traffic Authority personnel;  
uniformed police personnel;  
Criminal Investigation Branch police personnel;  
any other category personnel,  
are stationed at—

- (a) Morley;
- (b) Lockridge?

Mr O'NEIL replied:

- (a) Morley is a divisional headquarters serving the subdistricts of Morley, Bayswater, Maylands, Inglewood and North Perth.

Road Traffic Authority personnel—Nil. The area is patrolled by road traffic patrol personnel from road traffic patrol headquarters at Perth.

Uniformed police personnel—11, including 1 female constable.

Criminal investigation personnel—7.

Other category personnel—5: Police and Citizens' Youth Club personnel 3 (including 1 female constable), 1 cadet and 1 typist.

- (b) Lockridge is a subdistrict within the police district of Midland.

Road Traffic Authority personnel—Nil. The area is patrolled by road traffic patrol personnel from Midland.

Uniformed police personnel—7.

Criminal investigation personnel—Nil. The area is covered by personnel from the Midland branch.

Other category personnel—1 cadet.

### SCHOOL

#### *Jerramungup*

271. Mr TAYLOR, to the Minister for Education:

With respect to the Jerramungup School:

- (1) Is he aware that overflow from septic systems of houses near to the school playing area is creating conditions that are possibly unpleasant and hazardous to the children's health?

- (2) If "Yes"—

- (a) when was such a report first made to his department;
- (b) to whom was the problem referred;
- (c) what action has been taken?

- (3) If "No" to (1), would he institute immediate enquiries?

Mr P. V. JONES replied:

- (1) No.
- (2) Not relevant.
- (3) Yes.

### CONSUMER PROTECTION

#### *Clothes and Fabrics (Labelling) Act*

272. Mr TAYLOR, to the Minister for Labour and Industry:

With respect to the Clothes and Fabrics (Labelling) Act, and for the period 1st July, 1976, to 30th June, 1977:

- (1) How many complaints were received?
- (2) How many such complaints were investigated?
- (3) How many of such complaints were considered reasonably justified?
- (4) How many warnings were issued?
- (5) How many prosecutions were initiated?

Mr GRAYDEN replied:

- (1) No formal complaints were received.
- (2) to (5) Answered by (1).

### CONSUMER PROTECTION

#### *Motor Vehicle Dealers Act*

273. Mr TAYLOR, to the Minister for Labour and Industry:

With respect to the Motor Vehicle Dealers Act and for the period 1st July, 1976, to 30th June, 1977:

- (1) How many complaints were received?
- (2) How many such complaints were investigated?
- (3) How many of such complaints were considered reasonably justified?
- (4) How many warnings were given?
- (5) How many prosecutions were initiated?
- (6) How many registrations and/or licences were—
- (a) suspended;
- (b) revoked?

Mr GRAYDEN replied:

- (1) Complaints received by the Bureau of Consumer Affairs in the period totalled 710. Additionally, there were 162 in progress at the commencement of the period; 704 were finalised with a consequent 168 in progress at the 30th June, 1977.
- (2) All formal complaints are investigated.
- (3) Of the 704 finalised complaints, 550 (78 per cent) were assessed as being justified.



- (4) Warnings are issued both by the bureau and the Road Traffic Authority. Statistics of bureau warnings are contained on individual dealer files and are not available.
- (5) A total of 77 summonses have been issued by the bureau and court-listed. Some have not yet been brought to hearing. There are 176 further prosecutions pending. This does not take into account actions taken or commenced by the Road Traffic Authority.
- (6) The Motor Vehicle Dealers' Licensing Board disqualified two dealers and one salesman from holding a licence.

### CONSUMER PROTECTION

#### *Used Car Dealers Act*

274. Mr TAYLOR, to the Minister for Consumer Affairs:

With respect to the Used Car Dealers Act and for the period 1st July, 1976, to 30th June, 1977:

- (1) How many complaints were received?
- (2) How many such complaints were investigated?
- (3) How many of such complaints were considered reasonably justified?
- (4) How many warnings were issued?
- (5) How many prosecutions were initiated?
- (6) How many registrations and/or licences were—
  - (a) suspended;
  - (b) revoked?

Mr GRAYDEN replied:

- (1) to (6) The Used Car Dealers Act is no longer operative. Following the introduction of the Motor Vehicle Dealers Act in 1974, the Used Car Dealers Act was repealed on the 12th August, 1974. Sections which had existed in the Used Car Dealers Act to allow Road Traffic Authority officers to enter the registered premises of second-hand motor vehicle dealers were carried into the Motor Vehicle Dealers Act in somewhat similar form which allows those officers to inspect registers of vehicles kept by dealers and the examination and road testing of vehicles in their hands for roadworthiness. Road Traffic Authority officers can take prosecutions under the

Motor Vehicle Dealers or other relevant Acts such as the Road Traffic Act. The Minister for Traffic is the Minister responsible for the Road Traffic Act and Road Traffic Authority.

### HOUSING

#### *High Rise Accommodation*

275. Mr TONKIN, to the Minister for Housing:

- (1) What is the Government's policy with respect to high rise State Housing Commission apartments?
- (2) How many such apartments have been built in each of the last five financial years?
- (3) How many such apartments are planned for the 1977-78 and 1978-79 financial years respectively?
- (4) Where are the apartments referred to in (3) to be built and in what numbers in each locality?

Mrs Craig (for Mr O'CONNOR) replied:

- (1) The Government endorses the present policy of the housing commission, which is to build predominantly in low-rise in architectural forms providing individual ground floor access to each unit and some private exclusive use land area.

This does not exclude some walk-up units for pensioners and families with no small children in locations where effective land use or other relevant factors suggest such architecture is appropriate.

(2) 1972-73 Total—30 units

Pensioner 1 B/r	B/Sr	Family 2 B/r	3 B/r	Total	Density storey
10		16	4	20	2
10		16	4	30	2

1973-74 Total—162 units

Pensioner 1 B/r	B/Sr	Family 2 B/r	3 B/r	Total	Density storey
60		18		18	3
44				60	2
24			8	44	2
			8	32	2
128		18	16	162	2

1974-75 Total—38 units

Pensioner 1 B/r	B/Sr	Family 2 B/r	3 B/r	Total	Density storey
24			14	38	2

## 1975-76 Total—72 units

Pensioner 1 B/r	B/Sr	Family 2 B/r	3 B/r	Total	
....	24	....	48	48	3
....	....	....	....	24	2
....	24	....	48	72	

## 1976-77 Total—248 units

Pensioner 1 B/r	B/Sr	Family 2 B/r	3 B/r	Single Working Women B/Sr	Total	
6	....	174	....	....	180	3
....	48	....	....	20	68	2
....	48	174	....	20	248	

(3) 1977-78

14

1978-79

Programme not formulated.

(4) 1977-78

Pensioner 1 B/r	B/Sr	Total	Density storey
4	10	14	2

1978-79

Programme not formulated.

## ELECTRICITY AND GAS

*Charges: Domestic Consumers*

276. Mr JAMIESON, to the Minister for Fuel and Energy:

- (1) Further to my question 175 of 1977, is it correct that the cost of 1 200 kilowatt hours per quarter to domestic consumers in Perth, including the fixed charge, is 20 per cent higher than the next most expensive capital city in Australia, and is 29.19 per cent higher than the capital city average for Australia?
- (2) Why are electricity costs in Perth much higher than in other capital cities in Australia?

Mr MENSAROS replied:

- (1) Yes.
- (2) Amongst a host of reasons, mainly the higher cost of fuel, greater distances involved in supplying customers with transmission lines and the relatively small number of customers involved in such a widespread area, which makes the economics of scale in power-generation very disadvantageous.

## RAILWAYS

*45 lb. Rail*

277. Mr McIVER, to the Minister representing the Minister for Transport:

Would the Minister advise what centres in the Westrail system are serviced by 45 lb rail, e.g.—

- (a) Mullewa;
- (b) Meekatharra;

(c) Toodyay;

(d) Milng?

Mrs CRAIG replied:

The following sections of railway are essentially constructed of 45 lb. rail—

Pindar-Meekatharra.  
Lake Grace-Newdegate.  
Lake Grace-Kartgarin.  
Katanning-Nyabing.  
Tambellup-Gnowangerup.  
Wonnerup-Nannup.  
Boyup Brook-Katanning.  
Quairading-Bruce Rock.  
Dundinin-5 km south of Narembreen.

## QUARANTINE LAWS

*Effectiveness in Agricultural Industries*

278. Mr H. D. EVANS, to the Minister for Agriculture:

- (1) (a) Has a quarantine inspector in Port Hedland made claims questioning the effectiveness of Australian quarantine laws; and
- (b) if so, do any of these claims refer to aspects of quarantine which could have a bearing on agricultural industries in this State?
- (2) If "Yes"—
  - (a) what aspects of agricultural industries are involved;
  - (b) what criticism of existing procedures and regulations does the inspector referred to, make;
  - (c) does the Western Australian Department of Agriculture consider that the agricultural industries are sufficiently safeguarded by existing quarantine regulations and procedures; and
  - (d) if not, what action has been taken?

Mr OLD replied:

- (1) (a) Allegations have been made by the Commonwealth officer concerned—who is currently under suspension from duty—that the provisions of the Quarantine Act have not been applied effectively.
- (b) Yes.
- (2) (a) The possible introduction of exotic diseases and pests.

(b) The allegations relate in general to the disposal of garbage from overseas ships and aircraft, and to the quarantine surveillance of overseas mail.

(c) and (d) Investigations of specific allegations have failed to confirm that the agricultural industries are being insufficiently safeguarded by existing quarantine procedures.

### ABATTOIR

#### *Baldivis*

279. Mr H. D. EVANS, to the Minister for Agriculture:

(1) Has the Western Australian Meat Industry Authority received any applications to build an abattoir in the Baldivis area?

(2) If "Yes"—

(a) by whom or what firm was the application made;

(b) what is the precise suggested location of any proposed project;

(c) has the application been considered, and if so, with what result?

Mr OLD replied:

(1) Yes.

(2) (a) Pope Export Pty. Ltd.

(b) Lot 3, Fletcher Road, Baldivis.

(c) The application was considered and refused.

### MILK QUOTAS

#### *Additional Allocation*

280. Mr H. D. EVANS, to the Minister for Agriculture:

(1) (a) Are there any registered dairy farmers still requiring a market milk quota;

(b) if so, how many?

(2) (a) Is it proposed to allocate any further new market milk quotas; and

(b) if so, when?

Mr OLD replied:

(1) (a) Yes.

(b) 52.

(2) (a) Yes.

(b) 38 dairy farmers have been approved to commence supplying new market milk quotas between 1st January and 1st July, 1978.

### UNEMPLOYMENT

#### *Alleviation: Government Action*

281. Mr BRYCE, to the Minister for Labour and Industry:

(1) In the light of the fact that unemployment in Western Australia has more than trebled since the present Government came to office in 1974, will he detail what specific programmes or measures the Government has implemented to alleviate the effect of or reduce the level of unemployment?

(2) What plans does the Western Australian Government currently have to reduce unemployment in this State?

Mr GRAYDEN replied:

(1) Between December, 1972, and November 1975, during the term of the previous Federal Government the number of persons unemployed in WA rose from 9 868 to 18 129—an increase of 83.7 per cent.

It is unreasonable, therefore, to attribute, as this question implies, existing unemployment levels in WA to the present State Government.

Specific measures taken by the State Government which have culminated in WA having had month after month since 1974 one of the lowest levels of labour force unemployed of all the States, include:

(a) Boosting the number of registered apprentices from just over 10 000 in June, 1974, to an in-training figure of almost 13 000 now.

(b) Working in close co-operation with the Commonwealth Government to promote the NEAT, CRAFT and SYETP schemes.

(c) Actively participating with the "Job Squad" scheme.

(d) Employing unemployed school leavers within State Government departments and instrumentalities under the SYETP scheme.

(e) the introduction of a "living away from home" allowance for apprentices.

(f) the introduction of a number of re-training programmes and general courses, such as plaster board fixing, bricklaying, mechanical fitting, upholstery, hand laminating and farm training.

- (g) Continually drawing attention to the fact that strikes contribute in both the long and short terms to full employment opportunities.
- (h) Formation of the manpower planning committee.
- (2) The Government is currently considering the introduction of further training and retraining programmes and has recently submitted to the Commonwealth Government details of a new full-scale plan for adult re-training.

It should also be noted that at the time WA has been hampered as much as any other State by the world-wide downturn in demand for raw materials (e.g. iron ore), yet over the period 1975-1977 the population of WA has increased by 6.6 per cent against a national average of 2.7 per cent.

### UNEMPLOYMENT

#### *Social Implications and Payments*

282. Mr BRYCE, to the Minister for Labour and Industry:

- (1) Has the Western Australian Government conducted a survey or study to assess the social implications of prolonged large scale unemployment?
- (2) Can the Government inform the Parliament which—
  - (a) Western Australian industries;
  - (b) regions;
  - (c) sections of the workforce, currently bear the heaviest incidence of unemployment?
- (3) Of all Western Australians registered for work at the end of June, 1977—
  - (a) what proportion had been out of work for—
    - (i) less than three months;
    - (ii) 3 months-6 months;
    - (iii) 6 months-12 months;
    - (iv) more than 12 months.
  - (b) What proportion were aged—
    - (i) 15-19 years;
    - (ii) 20-24 years.
  - (c) What proportion were married women?
- (4) Is the Western Australian Government aware of—
  - (a) How many Western Australians have been prosecuted for each of

the last five years for fraudulent actions in relation to unemployment benefits?

- (b) How many individuals are employed in Western Australia for the purpose of detecting fraudulent actions in relation to unemployment benefits?
- (5) Has the Western Australian Government made any attempt to determine the number (or proportion of) people who apply for or receive unemployment benefits who it regards as "work shy" or unwilling to work?

Mr GRAYDEN replied:

- (1) No. The Government is fully aware of the social implications.
- (2) (a) Not available.
  - (b) April, 1977—Kwinana, Port Hedland, Bunbury.\*
  - (c) July, 1977—Unskilled, 6392; semi-skilled, 5974; service industry, 4 126.\*\*
- (3) (a) May, 1977—(i) 70.7 per cent; (ii) 18.0 per cent; (iii) and (iv), 11.3 per cent. \*\*\*
  - (b) (i) and (ii)—a(i) 74 per cent a(ii) 19.6 per cent; a(iii) and (iv) 6.4 per cent;
  - (c) 4.9 per cent.
- (4) (a) and (b) Not available.
- (5) No.

\*Data is on the basis of the proportion unemployed as percentage of the labour force in the CES district.

\*\*Absolute figures only. Proportion of the labour force in each industry have not yet been calculated by the Department of Employment and Industrial Relations.

\*\*\*The proportions and age data are not available in the same form as in the question. The figures quoted are those collected by the Department of Employment and Industrial Relations.

These are the total actual registered vacancies as notified by the CES office, whereas Australian Bureau of Statistics' figures are taken from an Australia-wide survey. It is noted the question asks for those registered.

The unemployment classification system used by the Department of Employment and Industrial Relations for young people is:

- (1) Unemployed school leavers;
- (2) Age 15 to, and including, 18;
- (3) Age 19 to, and including, 20;
- (4) Age 21 and over.

The Department of Employment and Industrial Relations figures have the advantage of—

- (a) being a full enumeration of the registered unemployed;
- (b) being more current than the ABS figures.

Note: The figures are for May, 1977. June figures are not yet available.

Question (3)(b)(i) and (ii) is able to be answered in part. The figures are representative of the proportion aged 20 years or younger out of work for the periods required.

Note also the figures quoted may be subject to some minor adjustment due to the exclusion of two CES offices during a trial statistical period. However, the Department of Employment and Industrial Relations advise the proportions will not be altered significantly with the inclusion of the two offices.

Source: Verbal advice from the Department of Employment and Industrial Relations.

## UNEMPLOYMENT

### 15-24-year-olds

283. Mr BRYCE, to the Minister for Labour and Industry:

What proportion of all Western Australians aged between—

- (a) 15-19 years;
- (b) 20-24 years,

experienced at least two weeks unemployment during—

- (i) 1974;
- (ii) 1975;
- (iii) 1976;
- (iv) January to June, 1977?

Mr GRAYDEN replied:

The information is not available as the Department of Employment and Industrial Relations does not provide statistics on the same basis as the question. (See comments relevant to question 282 (3).)

That department has previously collected unemployment data for periods of up to four weeks or for periods in excess of

four weeks. Only recent collections have been for periods in excess of two weeks. For comparisons to be made therefore, the four-weekly period is used for this question.

It should be noted this data is collected at one point in time and therefore the Department of Employment and Industrial Relations are not able to advise what proportion experienced particular periods of unemployment throughout a given year.

Persons 20 years and younger and out of work for a period in excess of four weeks were as at:

	Males per cent	Females per cent
April 1974	28	44
May 1975	51	65
" 1976	55	68
" 1977	58	69

Source: Verbal advice from Department of Employment and Industrial Relations.

## WORKERS' COMPENSATION BOARD

### Delays in Hearings

284. Mr TONKIN, to the Minister for Labour and Industry:

- (1) What length of delay is there in workers' compensation cases being heard by the board?
- (2) How many cases are at present awaiting to be heard by the board?
- (3) What is the cause of the delay?
- (4) Is it a fact that no cases are scheduled for Thursday afternoon?
- (5) If so, why is this so?
- (6) How long is it expected that the present rate of delay will continue?
- (7) What action is being taken to catch up with the backlog?

Mr GRAYDEN replied:

- (1) Seven months on new applications, which compares more than favourably with other States.
- (2) 280.
- (3) The increase of business over the last few years.
- (4) and (5) No.

- (6) and (7) It has become apparent that the Workers' Compensation Board must be amplified on the court side and this requires amendment to the Act. Changes have been under consideration for some time and it is hoped will be brought down in the current session.

### SWAN RIVER

#### *Ambient Land*

285. Mr TONKIN, to the Minister representing the Minister for Conservation and the Environment:

- (1) Was the Swan River Conservation Authority correctly reported as saying that it did not want control of the ambient land of that river?
- (2) If so, what was the authority's reason for its decision?

Mr P. V. JONES replied:

- (1) and (2) I have been asked by the Minister for Conservation and the Environment to advise the member that the body in question is the Swan River Management Authority not the Swan River Conservation Authority, and he wishes to know to which report the member is referring.

### POLICE

#### *Demonstrations: Films*

286. Mr TONKIN, to the Minister for Police and Traffic:

- (1) What is done with films taken by police of citizens coming to Parliament to demonstrate a point of view?
- (2) How long are the films kept?
- (3) What was the cost of films taken at this and other demonstrations in each of the years:
  - (a) 1971;
  - (b) 1972;
  - (c) 1973;
  - (d) 1974;
  - (e) 1975;
  - (f) 1976;
  - (g) 1977?

Mr O'NEIL replied:

- (1) Films taken at Parliament House are taken only in case a breach of the peace occurs.

If such a breach occurs it may be produced as evidence in any subsequent court proceeding.

If no such breach occurs the films are either destroyed or, in the case of video tape, erased.

- (2) If no breaches occur the film is not processed but destroyed forthwith.
- (3) No records are kept of film taken specifically at demonstrations but as a general guide each demonstration would involve the use of 2 rolls of film maximum, at a total cost of \$2.38. However, on numerous occasions no breaches occur or photographs taken.

In the instance of video, the tape would be re-used at no cost.

### POLICE

#### *Crime Prevention and Law Enforcement Committee*

287. Mr TONKIN, to the Minister for Police and Traffic:

- (1) Has he received a request from various local government authorities for an expert committee to be formed to study an alleged inadequacy of crime prevention and law enforcement?
- (2) If so, what is the Government's policy with respect to this request?

Mr O'NEIL replied:

- (1) and (2) On Friday, 12th August, I received a deputation from the Town of Cockburn introduced by Mr D. Taylor and Hon. R. Thompson regarding this matter.

The submission is being studied.

### CONSUMER PROTECTION

#### *Mew Pty. Ltd.*

288. Mr TONKIN, to the Minister for Consumer Affairs:

- (1) What have been the results of the investigations into the collapse of Mew Pty. Ltd. and associated companies?
- (2) How many people were adversely affected by the collapse?
- (3) How much money was involved?

Mr GRAYDEN replied:

- (1) The associated company, Town House Nominees Pty Ltd has gone into liquidation. Mew Pty Ltd has ceased business but has not yet gone into liquidation.

- (2) It is believed that about 45 people are affected by the failure of Mew Pty Ltd to complete building projects. About 20 people (some jointly) paid money to Town House Nominees Pty Ltd for the purchase of units and are affected by the liquidation. In addition to the unsatisfied investors there is a number of other creditors owed money by both companies.
- (3) In the case of Town House Nominees Pty Ltd the amount owing admitted by the liquidator is approximately \$300 000. The liquidator is apparently encountering difficulty in placing a value on realisable assets and thus the net indebtedness is not yet known. Mew's financial position has not yet been stated.

### CONSUMER PROTECTION

#### *Johnson Aerosol Products*

289. Mr TONKIN, to the Minister representing the Minister for Conservation and the Environment:

- (1) Is the claim by the manufacturer, Johnson, that its aerosol products contain no fluorocarbons, accurate?
- (2) For which actual commodities is the claim true and accurate?
- (3) (a) Which body has conducted tests to validate the claims; and  
(b) when were the tests conducted?

Mr P. V. JONES replied:

- (1) to (3) So far as can be ascertained, the claim has not been tested by a Western Australian State Government agency.

### SCHOOLS AND HIGH SCHOOLS

#### *Morley Electorate*

290. Mr TONKIN, to the Minister for Education:

Will demountable or any other form of temporary classrooms accommodation need to be provided in any of the following schools in 1978—

John Forrest Senior High School;  
Morley Senior High School;  
Hampton Senior High School;  
Lockridge High School;  
Camboon primary school;  
Weld Square primary school;  
Hampton Park primary school;  
Morley primary school;  
Embleton primary school;

Lockridge primary school;  
Lockridge Junior primary school;  
Eden Hill primary school;  
Caversham primary school;  
Anzac Terrace primary school?

Mr P. V. JONES replied:

On information available at present only Lockridge primary school will need temporary accommodation. However, departmental officers monitor enrolment predictions regularly and numbers at each school will be further assessed at intervals up to the beginning of the 1978 school year.

### HEALTH

#### *Food Poisoning*

291. Mr TONKIN, to the Minister for Health:

How many Western Australians suffered from food poisoning in 1976 and so far in 1977 respectively?

Mr RIDGE replied:

Only salmonella infection, paratyphoid and typhoid is notifiable. There were 166 cases of salmonella infection notified in 1976 and 140 so far in 1977—122 in the comparable period of 1976.

### WATER SUPPLIES

#### *Rates: Vacant Land*

292. Mr SKIDMORE, to the Minister for Water Supplies:

Would he consider reducing the rate payable on empty blocks where more than one block is owned by the one person and those blocks are adjacent to the block having on it that person's residence?

Mrs Craig (for Mr O'CONNOR) replied:

No. Subsection (2) of section 90 of the Metropolitan Water Supply, Sewerage and Drainage Act, 1909-1976 empowers the board to levy a water rate in respect of any ratable land used for residential purposes being a rate less than the water rate made in respect of ratable land within the area which is not so used.

Subsection (3) of the same Act describes "rateable land used for residential purposes".

The Metropolitan Water Supply, Sewerage and Drainage Board applies the provisions of its governing Act.

## DRAINAGE

### *Storm Water Drains*

293. Mr SKIDMORE, to the Minister for Local Government:

In regard to underground storm water drains that are installed by private individuals from their property to a road reserve and then along that road reserve, would he advise—

- (1) Do those drains so installed come under the control of the shire council or any Government department on their completion?
- (2) Would other private individuals have a right to utilise the drains installed on the road reserve for the drainage of their stormwater?

Mr RUSHTON replied:

- (1) Section 300 of the Local Government Act provides that a council has the care, control, and management of public places, streets, ways, bridges, culverts, fords, ferries, jetties, drains, etc. which are within the district.

- (2) Section 339(1) of the Act is as follows:—

"A person who, unless authorised to do so by the council or by an Act, alters, obstructs, or interferes with the natural flow of surface water on, through, or across a street, way, or land, so as to cause a street or way under the care, control, and management of the council, to be injuriously affected by water commits an offence.

Penalty: Eighty dollars."

## EDUCATION

### *Handicapped Children*

294. Mr SKIDMORE, to the Minister for Education:

- (1) Is he aware of the recommendation contained in the report of the Western Australian Council for Special Education that children should not be segregated from their peers—i.e., un-handicapped children?
- (2) Is he aware of the recommendation arising out of the same report that handicapped children should be enrolled at local schools, and that facilities for those children should be provided at all

schools; further, that local schools should be equipped and staffed to accommodate handicapped children?

- (3) Is he aware that the same report recommends that handicapped children should attend schools as close as possible to their homes?
- (4) If he is aware of those recommendations, will he approve of the funding of finance to provide the facilities needed to cater for such children at the Swan View High School?

Mr P. V. JONES replied:

- (1) and (2) The report on cerebral palsied children recommended that, as far as possible, handicapped children should be enrolled at local schools. It was also pointed out that there are some children with handicaps so severe that local schools could not reasonably be expected to cope.
- (3) Yes.
- (4) As far as is possible.

## URANIUM AND OIL

### *Price*

295. Mr BARNETT, to the Minister for Mines:

- (1) What is the current market price of uranium per pound?
- (2) What is the current cost of oil per barrel?

Mr MENSAROS replied:

- (1) The current market price for yellow cake containing a minimum of 85 per cent  $U_3O_8$  is US\$30 to \$40 per pound depending on contract size and term.
- (2) The price of oil per barrel varies from place to place according to commercial contracts and considerations, but as a guide to the member—

The calculated nominal cost of Kuwait 31 degree API crude oil at Kwinana delivered by LR1 size tankers is approximately \$12.10 per barrel.

## ENERGY

### *Nuclear Reactor*

296. Mr BARNETT, to the Premier:

- (1) Is it his intention to encourage the establishment of a nuclear reactor in Western Australia?
- (2) If "Yes" what type of reactor does he feel would best suit our needs and why?



- (3) Have any preliminary discussions been held with anyone by him, his Minister or departmental officers relating to the establishment of a nuclear reactor in Western Australia?

Sir CHARLES COURT replied:

- (1) Yes, provided nuclear power is judged to be the best cost energy source at the time, and provided all relevant environmental and safety standards are met.
- (2) No detailed consideration could be given to specific reactor types. Techniques change and develop rapidly. Detailed studies should be made of the best and most economic prevailing choice at the given time of need.
- (3) Yes, general feasibility studies have been conducted from time to time as a means of keeping up to date with world nuclear developments. The results have indicated that nuclear power is not economically feasible in Western Australia at the present time, nor is it likely—under present projections—to be required until the 1990's.

#### COCKBURN SOUND

##### *Gypsum Discharge*

297. Mr BARNETT, to the Minister representing the Minister for Conservation and the Environment:

- (1) Is mercury contained in the gypsum being discharged into Cockburn Sound?
- (2) If "Yes" in what quantity per tonne?

Mr P. V. JONES replied:

- (1) Yes.
- (2) At this stage, the measurements are still being assessed as part of the Cockburn Sound study. However, a preliminary figure of one tenth of a gram per tonne may be regarded as an order of magnitude estimate.

#### ENVIRONMENTAL PROTECTION

##### *Carbon Monoxide Levels*

298. Mr TONKIN, to the Minister for Health:
- (1) What are the internationally acceptable levels of carbon monoxide?
- (2) Have the figures for Perth in 1977 exceeded those levels at any time?
- (3) If so, on which dates and to what extent?
- (4) How often are tests made and at which localities?

- (5) Have there been any changes in the techniques used or in the equipment employed during 1977?

- (6) Are there plans for any changes in the foreseeable future?

Mr RIDGE replied:

- (1) There are no internationally acceptable levels but the recommended long-term goals for carbon monoxide published in the World Health Organization Technical Report Series No. 506, "Air Quality Criteria and Guides for Urban Air Pollutants" are:

8 hour average—10 mg/m<sup>3</sup>

1 hour maximum—40 mg/m<sup>3</sup>

- (2) Yes.

- (3) At the south-west corner of the William and Murray Streets intersection. Eight hour average exceeded on following dates:

Date	Exceeded by (mg/m <sup>3</sup> )
1st June, 1977	7.4
2nd June, 1977	1.6
21st June, 1977	0.2
7th July, 1977	0.2
11th July, 1977	2.7
21st July, 1977	0.2
27th July, 1977	0.2

- (4) Tests are made continuously at 57 Murray Street and the Murray and William Streets intersection.

- (5) and (6) No.

#### TOWN PLANNING

##### *Yanchep-Dongara Coastal Strip*

299. Mr TONKIN, to the Minister for Urban Development and Town Planning:

- (1) Has there been any development in Government policy with respect to giving precedence to accommodation for rent over private cottage development on the coast from Yanchep to Dongara?

- (2) If so, what are the details?

Mr RUSHTON replied:

- (1) and (2) Government policy between Yanchep and Dongara is to encourage at existing settlements proposals to increase the density of development by way of medium density housing and rental accommodation.

To date no specific proposals have been submitted to Government for rental accommodation.

**BUSSELL HIGHWAY***Verges*

300. Mr TONKIN, to the Minister representing the Minister for Transport:

- (1) Is it still the policy of the Main Roads Department to preserve as much as possible of the roadside environment along the Bussell highway south of Margaret River?
- (2) When was the road last widened?
- (3) Was the policy pursued on that occasion?
- (4) Is this policy the opposite of, or in any way in conflict with, the policy of having a forgiving road verge?

Mrs CRAIG replied:

- (1) Yes.
- (2) Reconstruction was undertaken north of Karridale in the financial year 1976-77.
- (3) To the extent that conditions permitted. The reconstruction involved curve improvement, including the resumption of land under pasture.
- (4) No. There will be little conflict in the situation prevailing south of Margaret River with respect to the provision of a forgiving road verge as reconstruction is continued.

**EMPLOYMENT***Creation in Industry*

301. Mr JAMIESON, to the Minister for Labour and Industry:

Referring to his answers to questions 156 and 180 of 1977 do these answers mean that there will be 100 000 new jobs in Western Australia by next August?

Mr GRAYDEN replied:

The Government policy speech provides for 100 000 jobs over the next seven years. If the projected projects are accelerated then the target would be reached at a much earlier date.

**POLICE***Demonstration at Murdoch University:  
Communist Participation*

302. Mr JAMIESON, to the Minister for Police and Traffic:

- (1) Were any communists involved in the demonstration at Murdoch University on 9th July?

- (2) If "Yes", how many?

- (3) If "Yes" to (1), what evidence does he have to support this statement?

- (4) If "Yes" to (1), will he name the communists and state how he knows each of them to be a communist?

Mr O'NEIL replied:

- (1) to (4) I am not aware of the party political affiliations of the demonstrators who subjected me as well as other delegates to the Liberal Party's State conference to a tirade of irrational abuse.

**INDUSTRIAL DISPUTES***Militant Unionists*

303. Mr JAMIESON, to the Premier:

Referring to his answer to question 172 of 1977, about actions of the "militant left", why will he not give the details requested?

Sir CHARLES COURT replied:

The Leader of the Opposition would know that, from time to time, a Government has detailed information which it would be imprudent to make public.

This is such a case.

Also, at the moment, we appear to be receiving more co-operation from the trade union movement, and any such naming as the Leader of the Opposition requests could have the effect of reducing such co-operation.

**ELECTRICITY CHARGES***Concessions*

304. Mr JAMIESON, to the Minister for Fuel and Energy:

Referring to his answer to question 169 of 1977, since the pensioner rebate "is not meant to be a social benefit payment" but "was introduced to protect pensioners who, because of the restructuring of the domestic electricity tariff, would otherwise have been faced with a much higher percentage increase in their account than the community average", why was a similar concession not extended to all consumers using less than 630 units per quarter who presumably also face percentage increases in their accounts which are much higher than the community average?

Mr MENSAROS replied:

The fixed charge portion of a tariff is intended to cover those costs associated with a supply to a customer's installation irrespective of the amount of energy consumed.

Recent tariff studies have revealed that the rate of increase in current costs is such that a substantial increase in the fixed charge was necessary to ensure that each customer makes a reasonable contribution to the fixed costs directly associated with the supply.

The low consumption pensioner rebate was introduced to protect a group of people who can ill-afford to be disadvantaged from their present situation by percentage increases in excess of the average sum by all customers.

All other low consumption customers, including owners of beach and weekend cottages, must expect to carry the charges appropriate to the service available.

## QUESTIONS WITHOUT NOTICE

### MISS UNIVERSE QUEST

#### *Government Financial Assistance*

1. Mr JAMIESON, to the Treasurer:

(1) Is it correct that the State Government will underwrite local losses up to \$130 000 on the 1979 Miss Universe Quest?

(2) What is meant by local losses?

(3) Is he correctly reported in *The West Australian* of the 13th August that, at the time the bid to stage the contest in Western Australia was being made, the Government had been asked to give a tangible demonstration of its desire that the contest be held here?

(4) If "Yes", by whom was the Government asked?

Sir CHARLES COURT replied:

(1) Yes, but on present indications this will not involve any financial commitment for the State. In fact, at the time the request was received, the financial risk was considered minimal.

(2) The net cost of the project after providing for revenue of all kinds, including local sponsorship and a contribution by the promoters to any loss of not less than the Government's support—should any losses be incurred.

(3) Yes.

(4) TVW Ltd. to assist them in the presentation of their bid for the venue to be in Western Australia.

## WORKERS' COMPENSATION BOARD

### *Delays in Hearings*

2. Mr TONKIN, to the Minister for Labour and Industry:

My question to the Minister adverts to question 284 on today's notice paper, in answer to which the Minister stated that the Workers' Compensation Board must be amplified on the side of the court. Is it not a fact that under subsection (5) of section 29 of the Act there already exists authority for the board to refer matters to a local court so that the backlog can be cleared without any change to the Act?

Mr GRAYDEN replied:

The situation is that cases can be referred to a local court, and prior to Christmas instructions were given for that action to be taken.

Only certain cases are suitable for reference to the local court.

## URANIUM PROCESSING

### *Experimental Work*

3. Mr BARNETT, to the Minister for Mines: Adverting to my questions relating to uranium testing at Western Mining—

(1) What has happened to the yellow cake processed at Western Mining?

(2) What has happened to the tailings resulting from the testing?

Mr MENSAROS replied:

I thank the member for ample notice of his question. The answer is—

(1) In storage Western Mining Corporation Ltd.

(2) In the provided tailings dam associated with the Kwinana refinery.

## WORKERS' COMPENSATION BOARD

### *Delays in Hearings*

4. Mr TONKIN, to the Minister for Labour and Industry:

In answer to my earlier question without notice, referring to workers' compensation cases, the Minister stated that some instructions were given for cases to be referred to the local courts.

Have there been such referrals since that instruction was issued?

Mr GRAYDEN replied:

In order to be specific in my reply, may I ask that the question be placed on the notice paper.

#### URANIUM PROCESSING

##### *Experimental Work*

5. Mr BARNETT, to the Minister for Health: Adverting to the tests of uranium conducted at Western Mining nickel refinery—

- (1) What tests have been made in and around the building subsequent to—
  - (a) the experiments being completed; and
  - (b) during the experiments?
- (2) What tests were made on the men involved with the experiment—
  - (a) during the experiments; and
  - (b) subsequent to the experiments?
- (3) What levels of radiation were the Kwinana workmen subjected to during the testing?

Mr RIDGE replied:

I thank the honourable member for notice of the question, the answer to which is as follows—

- (1) (a) No measurements have been made subsequent to the experiments being completed. It was not considered that any further tests around the building were necessary.
- (b) Measurements of contamination level and personal radiation exposure were made. Measurements of radon levels were also made during the experiments by a physicist from the Australian Radiation Laboratory.
- (2) (a) The men were monitored for personal radiation for the period of the tests.
- (b) It was not considered necessary to conduct other tests on the men as levels had been sufficiently low.
- (3) In all cases personal radiation exposure levels were below detectable limits of one milli-rontgens over a period of four weeks.

#### AUSTRALIAN UNION OF STUDENTS TRAVEL SERVICE

##### *Collapse*

6. Mr HERZFELD, to the Minister for Consumer Affairs:

- (1) Can he indicate the number of Western Australian students who, having paid fares, are likely to be deprived of their overseas travel entitlement because of the collapse of AUS Student Travel Pty. Ltd.?
- (2) Has his department been actively involved in endeavouring to obtain up-to-date information for Western Australian students concerned over the future of their investment in fares with the AUS Travel?
- (3) Can he indicate when student creditors can expect to know where they stand in respect of their investment?
- (4) Has he any indication when the company collapsed?
- (5) In view of the number of travel agencies which have gone into liquidation in the past few years would he give consideration to bringing forward legislation to protect the public from incurring financial losses when failures of this nature occur?
- (6) Would he urge similar Federal legislation with his counterpart in Canberra?

Mr GRAYDEN replied:

I thank the honourable member for some notice of his question.

Mr Jamieson: Who gave whom the notice?

Mr GRAYDEN: The answer is as follows—

- (1) No. However, it is believed that several hundred Western Australian students would be involved, an indeterminate number of these already hold tickets and will possibly be able to travel.
- (2) Yes.
- (3) A decision concerning the financial situation of AUS Student Travel Pty. Ltd. may be made by the provisional liquidator early next week.
- (4) AUS Student Travel Pty. Ltd. is at present only in provisional liquidation. Employees have been retained and the Perth office is apparently open for inquiries. The company ceased active trading in Perth on the 9th August.

- (5) According to reports this question is on the agenda for the Tourist Ministers Council Meeting on the 30th September.
- (6) Senator Cotton, the Federal Minister for Industry and Commerce, has already announced that he will recommend to Federal Cabinet this month the licensing of all travel agents and the establishment of a national indemnity fund to operate in cases of failure.

#### URANIUM PROCESSING

##### *Experimental Work*

7. Mr BARNETT, to the Minister for Mines: Subsequent to the answer he gave to my earlier question without notice, could the Minister advise the precise location of the tailings dam to which he referred?

Mr MENSAROS replied:

The answer is, "No".

#### RAILWAYS

##### *Electrification of Perth System*

8. Sir CHARLES COURT (Premier):

Further to my reply to question 177 on Wednesday, the 10th August, asked by the member for Avon (Mr McIver), I have now had the position relating to part (7) of the question clarified. Part (7) reads—

When the former Minister for Transport put Western Australia's case for Federal aid for electrification to the then Federal Minister for Transport, Mr Jones, at the end of August, 1976, how much did the State Government expect to spend as its one-third share of the \$170 million capital cost?

The reference to August, 1976, should read, "August, 1975" and on that basis the reply is as follows—

The figure of \$170 million quoted by Mr McIver in part (7) of question 177, and by the former Minister for Transport for Western Australia on the 3rd September, 1976, is the total capital investment seen to be needed in the whole of the metropolitan transport system up to 1993.

The figure is given in 1975 prices. Thus the figure includes all improvements necessary in the bus system up to 1993 and electrifica-

tion of the rail system and all improvements necessary to it up to 1993.

The investment required to achieve the electrification only during the five-year programme would have run from 1976-77 to and including 1980-81 or, at that time around \$60 million.

Hence to answer part (7) of question 177, the figure of \$20 million was used as the State's one-third share.

Based on current costs, the State's one-third share would be somewhere between \$30 million and \$40 million.

#### STATE FINANCE

##### *Specific Purpose*

9. Sir CHARLES COURT (Premier):

When replying to question 248 on Thursday, the 11th August, I undertook to provide the information sought as soon as it could be extracted. The question asked was—

- (1) What recurrent grants for specific purposes did Western Australia receive from the Australian Government in—

- (a) 1974-75;
- (b) 1975-76; and
- (c) 1976-77?

- (2) What capital grants for specific purposes did Western Australia receive from the Australian Government in—

- (a) 1974-75;
- (b) 1975-76; and
- (c) 1976-77?

- (3) What loans for specific purposes did Western Australia receive from the Australian Government in—

- (a) 1974-75;
- (b) 1975-76; and
- (c) 1976-77?

- (4) In (1) to (3) above, what was the increase and decrease in money terms and percentage terms between—

- (a) 1974-75 and 1975-76; and
- (b) between 1975-76 and 1976-77?

- (5) What percentage of the national total did Western Australia receive for each of the years mentioned in each of the categories from (1) to (3)?

The reply is as follows—

The following information has been taken from table 138 of the Commonwealth Budget Paper "Payments to or for the States and Local Government Authorities 1976-77". The publication does not distinguish between specific purpose capital grants and loans, grouping both under the heading "specific purpose payments—capital purposes".

Actual payments in 1976-77 for all States are not yet available and, although the figures given here for that year represent actual amounts received by Western Australia, the figures for all States used in calculating the percentage of national total are the amounts allocated in the Federal Budget.

Subject to the foregoing comments the answers to the member's question are as follows—

- (1) \$116 288 000, 9.5% of the total for all States.
- (b) \$232 394 000, 10.0% of total for all States.
- (c) \$245 415 000, 9.9% of the total for all States.

- (2) and (3)

- (a) \$176 133 000, 10.1% of the total for all States.
- (b) \$183 394 000, 10.0% of the total for all States.
- (c) \$172 382 000, 10.1% of the total for all States.

- (4) Increase or decrease in recurrent grants to Western Australia for specific purposes:—

- (a) Increase of \$116 106 000 or 99.8%
- (b) Increase of \$13 021 000 or 5.6%

I should point out that the reason for the large increase shown in (a) was the inclusion in 1975-76 of Commonwealth payments under the hospital costs sharing arrangements. The amount received from the Commonwealth in 1975-76 was \$96.7 million which included an advance of approximately \$22.7 million for the first three months of 1976-77. Increase or decrease in capital payments to Western Australia for specific purposes—

- (a) Increase of \$7 261 000 or 4.1%
- (b) Decrease of \$11 012 000 or 6.0%

- (5) Answered by (1), (2) and (3).