

There is no doubt that area is an eye-sore, and that it should be built up to the same pleasant state as the area around McCallum Park, or that around the City of Perth. I remember that many years ago Sir Alex McCallum was Minister for Works. He decided to put in train this work around McCallum Park. The Leader of the Opposition at the time was critical of the work, saying it was not reproductive. Whether that is the case or not there is no doubt that the result of the work done is a definite beautification of the foreshore in and around the city of Perth, extending even as far as Nedlands and South Perth.

It is my opinion that the dredge should be taken to the north side of the Causeway and allowed to work there in order to build up improvements on the foreshore of the Swan River. I am sure that would beautify the area and make it a delight to behold. I do not intend to keep the House any longer. If there is anything else I wish to mention I will take the opportunity to do so at a later stage.

Debate adjourned, on motion by Mr. Nimmo.

House adjourned at 6.10 p.m.

Legislative Council

Tuesday, the 14th August, 1962

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SUPPLY BILL, £25,000,000

Assent

Message from the Governor received and read notifying assent to the Bill.

QUESTIONS ON NOTICE

1. *This question was withdrawn.*

BEELOO ELECTORATE

Enrolment of Mr. W. E. How: Tabling of File and Papers

2. The Hon. E. M. DAVIES asked the Minister for Mines:

Will the Minister lay upon the Table of the House the file and all papers relating to the wrongful enrolment of William Ernest How?

The Hon. A. F. GRIFFITH replied:

Yes—for one week.

BEEETE REEF

Diamond Drilling

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

(1) Is it the Government's intention to diamond drill the line of reef at Beete situate about forty miles south of Norseman?

(2) If so, what number of holes is it proposed to drill, and when is a start likely to be made?

The Hon. A. F. GRIFFITH replied:

(1) and (2) No proposal for any drilling at this centre has been received or considered.

The department, in August, 1961, granted a loan of £2,000 to the leaseholders operating the Beete property for purchase and erection of plant, purchase of stores, etc.

INFANT MORTALITY

Incidence in Western Australia

4. The Hon. R. H. C. STUBBS asked the Minister for Mines:

(1) What are the figures concerning the infant mortality rate in Western Australia for the quarter ended—

(a) the 31st December, 1961;

(b) the 31st March, 1962?

(2) What are the latest figures available?

The Hon. A. F. GRIFFITH replied:

(1) The infant mortality rates for the periods in question are:—

Quarter ended the 31st December, 1961: (88 deaths) 21.43 per 1,000 live births.

Quarter ended the 31st March, 1962: (99 deaths) 22.38 per 1,000 live births.

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

Year 1960: (366 deaths) 21.62
per 1,000 live births.

Year 1961: (336 deaths) 19.67
per 1,000 live births.

(2) The 31st March, 1962.

NATIVES

Enteritis Outbreak: Investigations

5. The Hon. R. H. C. STUBBS asked the Minister for Mines:

- (1) Has the Public Health Department yet submitted or completed a report arising out of its investigations earlier this year into the alleged outbreak of enteritis among natives at the Norseman native reserve?
- (2) If so, what conclusions were reached?
- (3) At whose request did the department investigate the alleged outbreak?

Lulu Schultz: Cause of Death

- (4) What was the cause of the death of Lulu Schultz, a native female from the native reserve at Norseman?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) The results of the investigation indicated that some twenty natives from a temporary camp had contracted bacillary dysentery during the months of November and December, 1961, and that this outbreak was associated with inadequate ablution and toilet facilities at the camp.
- (3) The local doctor.
- (4) As determined at coroner's inquest held at Norseman on the 28th March, 1962, by Mr. A. E. Kay, the causes were:—
 - (i) Hepatic cirrhosis; acute biliary obstruction; uremia due to pyelo-nephritis.
 - (ii) Broncho-pneumonia.

OMNIBUSES: EMERGENCY EXITS

Regulations Under Traffic Act

6. The Hon. R. H. C. STUBBS asked the Minister for Mines:

What is contained in the Traffic Act, or the regulations pursuant thereto, regarding the provision of emergency exits in omnibuses in—

- (a) the metropolitan area; and
- (b) outside the metropolitan area?

The Hon. A. F. GRIFFITH replied:

(a) Traffic Regulation No. 126 provides for the fixing of emergency exits in omnibuses. It provides as follows:—

- (1) In the case of a single-decked omnibus fitted with a permanent top, or in the case of the lower deck of a double-decked vehicle—

(a) there shall be not less than two means of entrance and exit, which shall be situated on different sides of the vehicle (the front or back of the vehicle being regarded as a side of the vehicle for this purpose). One of these means of entrance and exit may be restricted to use in case of emergency: Provided that, in the case of a vehicle having a doorless opening connecting the lower deck with the rear platform, it shall be sufficient compliance with this regulation if there is access to such platform from both the rear side and the rear of the vehicle;

(b) the door of every emergency exit shall be easily accessible to the passengers and also to persons of normal height standing on ground-level outside the vehicle, and every such door shall be so fastened as to be readily opened in case of need, both from inside and from the outside;

(c) no seat shall be fitted to any door or in such a position that, when in use, it may obstruct access to any entrance or exit.

It is intended very shortly to adopt the recommendations of the Australian Motor Vehicle Standards Committee and the relevant regulation will then read as follows:—

40. (1) In the case of a single deck omnibus not provided for in sub-item (2) of this item there shall be—

- (a) at least one emergency means of entrance and exit at the extreme rear of the passenger compartment measuring not less than 4 feet 6 inches by 1 foot 9 inches; or

- (b) at least one means of emergency entrance and exit fitted in the roof of the rear half of the passenger compartment having a minimum area of 1,100 square inches and no dimension less than 1 foot 9 inches and, unless a door accessible to passengers is fitted in each side of the vehicle, on whichever side such a door is not fitted there shall be located in the rear half of the passenger compartment an emergency means of entrance and exit measuring not less than 2 feet by 1 foot 9 inches.
- (2) In the case of a single-deck omnibus which has its engine fitted at the rear there shall be emergency means of entrance and exit as prescribed in sub-paragraph (b) of clause (1) of this paragraph provided that the emergency means of entrance fitted in the roof shall be fitted near the centre of the passenger compartment.
- (3) Any emergency means of entrance and exit shall be clear of any obstruction, shall be capable of being opened from both inside and outside and indicated by a prominent notice inside and outside displaying the words "Emergency Exit."

(b) The answer is as for question (a).

ADDRESS-IN-REPLY: SEVENTH DAY

Motion

Debate resumed, from the 9th August, on the following motion by The Hon. H. R. Robinson:—

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

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

THE HON. E. M. DAVIES (West) [4.46 p.m.]: I rise to support the motion for the adoption of the Address-in-Reply, believing that the sessions of Parliament, as opened here from time to time, indicate

that we in Australia are following out the principles that were laid down in the early history of what was known as the British Empire. Now, of course, it is known as the Commonwealth; and when one speaks of the Commonwealth one realises that gradually a number of countries that were inside the Commonwealth have decided to go outside of it. I think, however, that generally speaking we can say that over the past decade most of those countries that were members of the Commonwealth and have gone outside, have done so because they were permitted by the Commonwealth of which they were members, to go outside voluntarily.

I think we can all congratulate ourselves on the fact that whilst we endeavour to rule some of these countries until such time as they are able to look after themselves, when the time comes that they can prove conclusively that they can look after themselves, they are given their independence. Such countries have never had to force the British Commonwealth to give them their independence; when they have been ready for independence they have been able to please themselves whether they stayed inside the Commonwealth or went out of it. I think that we, as part of the Parliament of Western Australia, can feel pleased that we are part and parcel of the parliamentary institution that has been handed down from our forefathers in the motherland.

I would like to take the opportunity of congratulating you, Sir, first of all on having been re-elected as a member for the province you represent; and, secondly, and more important, on being chosen by the members here to preside over this Chamber. May I take the opportunity of thanking you for your forbearance and the way you have treated members during the period you have already occupied the position. I trust that you will still have the courage and wisdom to carry out your duties as I feel sure you will carry them out.

I would like also to express to my colleague, Mr. Wise, my congratulations as I feel he is entitled to be congratulated on becoming the Leader of the Opposition in this Chamber. It is well known that Mr. Wise has had a great deal of experience, having been Premier and Treasurer; a Minister in control of other departments; and Administrator of the Northern Territory; and, today, is back in this Chamber and is the Leader of the Opposition here. I therefore extend to Mr. Wise my best wishes. I am not suggesting that he will always be the Leader of the Opposition in this House, because as the pendulum swings there is every possibility that he will occupy the position of Leader of this House.

The Hon. A. F. Griffith: I hope he occupies his present position for a long time to come.

The Hon. F. J. S. Wise: It is quite a temporary appointment.

The Hon. E. M. DAVIES: I express my congratulations to those members who have been re-elected. In view of their return to this House, no doubt they have satisfied the electors as to their capabilities. To the two new members, Mr. Robinson and Mr. Stubbs, I extend every welcome to this Chamber. I feel certain that after they have been heard they will be able to express their opinions clearly and without trepidation. Possibly those members will be subject to some interjections from now on; nevertheless, I am sure they will find such interjections helpful, and I have no doubt that they will be able to reply to them. In any event, we, the members who were here prior to their entry to this Chamber, extend to those two new members an extremely hearty welcome.

I now wish to make particular reference to the Legislative Council elections. If the present trend continues to develop, I feel certain that elections for the Legislative Council will be recognised as being only second-rate. I regret to say that the Liberal Party and the Electoral Department are doing nothing to assist in influencing the people as to the value of the Parliamentary institution of this State. I charge the Liberal Party first of all, because I believe that insufficient money has been made available to the Electoral Department by the Government to permit that department to function as it should. I refer particularly to the fact that the Legislative Council members are called upon to deal with a roll that is two years old; in other words, it is completely out of date. The only roll available to those members who faced the electors at the last election was the 1960 roll, whereas each member of the Legislative Assembly had the advantage of being issued with a draft roll so that he could ascertain exactly who was on the roll and who was not.

The Hon. H. K. Watson: We have the 1962 roll for the Metropolitan Province.

The Hon. E. M. DAVIES: The honourable member may have been able to procure a 1962 roll for election purposes, but I am stressing that each member of the Legislative Assembly is able to obtain a draft roll for his electorate so that he can check the roll before it is finally closed. The Legislative Council members on the other hand, have only a roll that is two years old from which they can make a check on their electors. I think something should be done to rectify that position.

The Hon. A. F. Griffith: You think that the roll should be printed more often than biennially?

The Hon. E. M. DAVIES: I think a draft roll should be printed so that a Legislative Council member can ascertain who is on the roll and who is not. At present, instead of being able to do that, a member

has to look through his roll, and he may say to himself, "So-and-so is not on the roll," and then discover that that person probably submitted an enrolment card about 18 months previously. I think that is a point that should be given serious consideration.

The other aspect of Legislative Council elections to which I take exception is that people are not being educated to think that it is necessary to have a two-House Parliament, or a bicameral system. We have a two-House Parliament in this State, but one often comes across Liberal Party organisers telling the people that the Legislative Council election is not important; that they do not have to vote because it is not compulsory. Instead of that they should be informing the people that the government of the country is by the people for the people. That represents the true parliamentary system. We should not be governed by people whose representatives advise the members of the public that it is not compulsory to vote for the Legislative Council election and that they do not need to attend the poll. That is another question to which some consideration can be given.

I have noticed from articles appearing in *The West Australian* that skilled tradesmen are to be given assistance to obtain accommodation. Whilst I have no objection to skilled men or any other men receiving housing aid, I am wondering how these houses can be made available so quickly to skilled tradesmen when people who have been resident in this State for some considerable time have been unable, as yet, to obtain a house. Usually, the waiting period for a house is about two years. I consider that if there are houses available and it is possible to give one straight away to a skilled tradesman who may come to this State, then the migrants who arrived here some time ago should receive more consideration.

I also want to refer to the allocation of widows' flats. I understand that 40 such flats in South Perth were made available recently, for which there were about 400 applications. I understand it is now proposed to erect some one-unit flats in the vicinity of Swanbourne, but I am not in a position to know when they will be ready. However, I know that there are a number of widows, particularly in the Fremantle district, each of whom is continually asking me when it will be possible to obtain one of these flats. Some of them are living under conditions which are not conducive to their welfare or good health. I therefore feel that the Fremantle district should receive some consideration when the erection of these one-unit flats is contemplated and when applications are called to fill them.

We were very grateful when a number of two-unit flats were erected in White Gum Valley and in North Fremantle.

They filled a long-felt want at that particular time. Nevertheless, there are now a number of widows in the Fremantle district who, as I have said, are living in extremely substandard conditions, and they are continually requesting that consideration should be extended to them to enable them to obtain some of these widows' flats. I hope the Minister for Housing will endeavour to do something for these women because I can assure him they are badly in need of better accommodation.

On one or two occasions the Minister was good enough to help out by allowing a widow to occupy one of the houses at Medina. That gesture, I feel sure, proved to be beneficial not only to the woman herself but also to the Government, because it is far better to have someone occupying a State house in that district than to leave it vacant. In fact, such a move by the Minister helped one or two cases that I brought to his attention at that time. Today, of course, I realise that he cannot extend the same consideration to such people because any houses that are vacant will be granted to those tradesmen who are being encouraged to come to this State to fill positions in our industries. Therefore, accommodation of that sort will not be available as it was previously to assist such cases as that widow who was evicted from the room she was occupying. Those are some of the main points concerning housing to which I ask the Minister to give some consideration.

The Hon. A. F. Griffith: I am examining the Medina problem right now.

The Hon. E. M. DAVIES: I thank the Minister for that information. Recently I heard a lot about the need for more skilled men to be engaged for industry in this State. That is regrettable, especially when we are aware that quite a number of skilled artisans left this State over a period of years because of the lack of work; and that lack was brought about deliberately by the policy implemented by the Menzies Government. I can remember what happened a few years ago when that policy was referred to as a restriction of credit.

Quite a number of factories which were planned to be built, or were in the course of construction around Fremantle, had to be halted, and extensions of time had to be sought because those concerned with the buildings did not have the capital to continue. All this was brought about by the restriction of credit. Conditions have improved slightly since that time, but recently we passed through what was termed a credit squeeze, and that also had the same effect on the building industry. Unfortunately quite a number of skilled artisans were forced to leave the State, and they went to the most populous State

in Australia where a large amount of industry was carried on. That is one of the reasons why Western Australia lost those skilled workers, and why it is short of them today.

Of course, another point related to this lack of skilled workmen, and it has been mentioned during this debate, is this: The avenue for apprenticeship training has, to a very great degree, ceased to exist. Instead of having the proportional number of apprentices to tradesmen in Western Australia, we find that the number of apprentices is down considerably. It is a very sorry state of affairs to find that, through a deliberate policy implemented by the Commonwealth Government—that is the restriction of credit—activities in the building industry were stopped, as a result of which some people lost their employment; and in some instances owners conducting small businesses also lost their means of livelihood.

The Hon. H. K. Watson: Do you know that the unions likewise restrict the number of apprentices?

The Hon. E. M. DAVIES: I want to refer to another matter concerning the rebate of rental of Housing Commission houses. Tenants of such houses who lose their employment or income become entitled to a rebate of rental. That, to my mind, is a very good policy. The Housing Commission does grant a rebate to tenants in such cases, and instead of the rental being fixed on an economic basis it is reduced and fixed according to the income the tenant is receiving.

Unfortunately the State Housing Commission has to bear the loss arising from such a policy; the Commonwealth Government does not bear any portion of the rebate. This is a social service matter, and the Commonwealth Government should contribute something to meet the loss in rental arising from rebates given. When the next State-Commonwealth Housing agreement is drawn up, this matter should be given serious consideration to see whether the Commonwealth Government should bear some responsibility for a portion of such rebates.

Since the adjustment of electoral boundaries, the West Province now takes in the shire council district of Gosnells. I have had an opportunity to make tours of inspections with members of that local authority, and I was greatly surprised to see the large amount of drainage which is necessary to be carried out in the Gosnells and Canning shire council districts. Being situated in the foothills of the ranges, the drainage problem in these districts is much greater than that in other parts of the metropolitan area.

I am aware that the Metropolitan Water Supply, Sewerage and Drainage Department is responsible for this matter, but I feel that a greater amount of money

should be made available for drainage in these two districts. By so doing and draining the area, much land will become available for industry and for housing. By neglecting the drainage problem, the progress of those districts is being somewhat retarded. That is a matter to which very serious consideration should be given.

Town planning is an important question in my province. It provides for blocks of at least five acres in some areas, particularly in the green belt in the Cockburn shire. The owners of some such blocks in that area are not producing to the full extent on the five acres they hold, because quite a number of them are engaged in industry. They have built their homes on five-acre blocks. Very often they have made application for subdivision of their blocks into two blocks of two and a half acres each. On numerous occasions the town planning authority has refused such applications, and on only one occasion was I successful in getting a subdivision approved for two blocks of two and a half acres each. I was told that that case was not to be regarded as a precedent.

I am at a loss to understand the reason for imposing a minimum of five acres. If two persons are prepared to produce to the full extent on two blocks of two and a half acres, that is preferable to one person trying to produce to the full on five acres, because in most cases the five acres are not being used fully. If two persons occupy the five acres, there is a possibility of greater production being brought about. I am speaking now principally about the blocks in the green belt in the Cockburn district.

Another matter concerning town planning arose over an application for the subdivision of land in the Gosnells and Canning shire districts. The other day I was given to understand that an application for subdivision of land had been made by people who were desirous of building a church. They were not successful, because the town planning authority pointed out that the land came under the 10-acre minimum zone. Nobody requires as much as 10 acres of land for the building of a church. The town planning authority should give consideration to these applications, because with the imposition of such a minimum zoning plan so close to the metropolitan area, progress will be retarded.

The Hon. L. A. Logan: Your information is not correct.

The Hon. E. M. DAVIES: I am interested to know it is not correct, but I was given to understand that was the position. I consider that the minimum imposed under the plan is too great. I want to point out that if five-acre blocks can be subdivided into blocks of two and a half acres, the same area of land will still be available for production; and it is preferable

to have increased production, especially with our population increasing. The Minister said that my information was not correct. I shall be pleased to ascertain from him at a later stage the exact position.

The Hon. L. A. Logan: Where is this site to which you are referring?

The Hon. E. M. DAVIES: I am not too sure, but I think it is in Queen's Park. Another matter to which I want to make reference is parking in Fremantle. There is a piece of land in Fremantle which was once occupied by the Base Flats but is now vacant. It is overgrown with weeds and no use is being made of it. A portion of it has been transferred to the Police Boys and Citizens' Club for the erection of a building; and I understand the South Fremantle Football Club purchased another portion of it, while another portion has been granted to the Fremantle branch of the R.S.L. The last mentioned portion was granted by the Wise Government, but it is still vacant.

The rest of this piece of land was supposed to be transferred to the Fremantle City Council for use as a parking area. This matter goes back to 1954, but the land is still not being so used. It is in a disgraceful condition: it is neglected, and it serves no useful purpose. If this land is handed over to the Fremantle City Council it could be used as a parking area. It could be used to serve the Fremantle Hospital which so urgently needs parking room within a reasonable distance. I trust that something will be done in the near future about this land, so that use can be made of it.

I have been informed that an agreement was reached between the Fremantle City Council and the Government under which the council was to transfer to the Government 40 acres in Hilton Park as a site for a regional hospital, in return for which the council was to be granted the land in the Base Flats site; but whether there has been a change in what is to take place in Fremantle I do not know. Nobody has been able to get any satisfaction from the Lands Department about this matter, although it has been going on for some years.

This land could be used as a parking area, but in its present condition it is unsightly and serves no useful purpose at all. Not only is the Fremantle City Council desirous of obtaining this land to be used for parking, but the Minister may hear from the Fremantle Hospital Board that it is also desirous of having this land made available for parking adjacent to the hospital.

Another matter which I raise concerns the harbour for fishing boats at Fremantle. I would like to know how much of the land along this harbour is to be reserved for use by the fishing boats, because I have noticed that quite a large portion

of the reclaimed land is inside the new mole. The area set aside for the fishing boats seemed at first to be a large one, but now it is getting smaller.

Is the reclaimed land in this area to be used as a site for that conglomeration of shanties which are now built on the foreshore of the Swan River between the traffic bridge and East Street? I understand they are remaining on their present site temporarily. If they are to be shifted and re-erected on the land inside the mole, then a great deal of objection will be raised by the people of Fremantle.

I am hoping that something will be done to let us know what area of water is going to be available for the fishing fleet; what this land which is now inside the mole is going to be used for; what amount of land will be necessary for the ring road; and how much land will be necessary for the railway line which is already there, but is, I understand, to be moved. Those are some of the main points which I wanted to raise in connection with the new fishing boat harbour.

Parking facilities for employees of the Railways Department is proving to be a difficult problem. It is not possible for these employees to park their vehicles in the streets of Fremantle. The parking problem is now becoming so acute that it is necessary that parking of vehicles be reduced to a period of 30 minutes, and, in some cases—on the outer perimeter—to one hour. Those people who work in the railways work all sorts of shifts and they have to go on duty outside the time when public transport is available. In most cases they have to have their own transport, and they are having difficulty in finding somewhere where they can park their cars whilst they are on duty. There is land adjacent to the fire station in Phillimore Street which the Railways Department agreed to lease to a tyre repair company. However, the company was not permitted to operate the tyre repair service, because it was contrary to the zoning by-laws of the Fremantle City Council which had set the land aside for offices. It is therefore vacant; and I see no reason at all why it could not be levelled and made available to the employees of the Railways Department for parking purposes.

I feel that something must be done about it, because the land is available and at the moment is very unsightly. The Railways Department was prepared to lease the land for a tyre repair service, but as it did not conform with the council's zoning by-laws, permission was refused. I ask the Minister if he can make some representations for this land to be made available for the employees of the Railways Department to park their vehicles.

I have been a resident in Fremantle for a period of 40 years. I was a railway employee before I entered Parliament,

so I am in a position to know something of the people who work in the railway yards at the City of Fremantle. Over that long period of years I have never seen a new building erected for the proper accommodation of the office workers in the goods sheds at Fremantle. I think the time is long overdue when some attention should be given to the matter. We notice that the Fremantle Harbour Trust has demolished its old offices and built right opposite the railway goods shed a steel-framed building which I believe is going to be one of the latest of its type. But so far as the Railways Department is concerned, it seems to jog along using the old buildings which have existed for goodness knows how long. They were old buildings when I knew them 40 years ago. I trust the Minister will make some attempt to see whether something can be done.

The Hon. G. Bennetts: You will have to wait for the standardisation of the rail gauge.

The Hon. E. M. DAVIES: We recently had a visit from the industrial committee to the City of Fremantle, and this committee approached the Fremantle City Council Town Planning Committee and requested that the council rezone some of its residential land for industry. I want to say that the Fremantle City Council took strong exception to being requested to make residential land available for industry. I feel that Fremantle has played a most important part in making land available, and as a member of the Fremantle Town Planning Committee—and as chairman for a number of years—I have also played a part in making land available for industry in what is known as O'Connor. We have quite a number of very fine industries that have become established in that particular area.

Now we find that we have the industrial committee coming down and asking us to rezone some land which is in the high part of Hilton Park and which we have zoned for residential purposes.

The Hon. L. A. Logan: Is that part of the pine plantation?

The Hon. E. M. DAVIES: No; the pine plantation is a little further out and comes into the Shire of Melville. When those pine trees were planted 15 years ago, the Fremantle City Council raised objection because it knew that it would be 50 years before they would be a paying proposition. Whilst we have this committee coming down and requesting that we rezone our residential land, there is this land on which the pine trees are planted which is not available now. I believe it comes under the jurisdiction of the University, and we informed the committee that this was so. However, they were unable to obtain the land, and now we have been asked to reconsider our decision.

I feel that there is land around Jandakot that is very suitable for industry, and I am somewhat concerned because I always believed that, when land was zoned, the purpose for which it was to be used was taken into consideration. The land to which I refer is very fine land, suitable for residential purposes; and we have other land surrounding Fremantle that is suitable for industry. Yet we have this industrial committee coming down and suggesting that we rezone this very valuable land for industrial purposes when there are other districts surrounding it which would be just as suitable.

I would like to mention also that there is industrial land available in the Melville shire. Some prospective buyers have been down and viewed it, but that is all that has happened. The trouble is that there is no ways or means of getting rid of the waste water that will come from industries set up in that area. So nothing is done.

I feel that if we are going to continue to make land available for industry in the Fremantle district, we will finish up without any population there. Fremantle is only five point something square miles in area; and I have in mind that quite a large part of the older section of Fremantle has been rezoned for warehouses, and that houses are being continually demolished—particularly some of the old types of houses that date back to the early days of the colony. Having in mind, also, that North Fremantle is now part of Fremantle and is becoming highly industrialised; and remembering that the new bridge, the new railway station, and the new highway will displace a number of residences—and it seems to me that all this is going to happen in Fremantle, and nowhere else—I am reminded of that song "The Pub With No Beer", because Fremantle will be a city with no people.

The point I want to raise is that there is land available for industry in the Shire of Melville and in other districts on the perimeter of Fremantle. If this land were sewered and drained, quite a lot of industry would be established in the Shire of Melville. I think the time has arrived when reconsideration should be given to the south-of-the-river sewerage and drainage scheme. If this were done a lot of other land would become available for industry, and we would not have this industrial committee coming to Fremantle and suggesting that we should rezone residential land.

I noticed in the Press that the Commissioner of Railways (Mr. Wayne) had made a statement in London. The heading is, "The Port Seen as the Gateway to Australia." Fremantle has always called itself the western gateway. During the period I have been associated with the Fremantle City Council—and that is going on for a few years now—we have always recognised that a first impression is a lasting one,

and we have always done our best to create a good impression. We believe that a large number of people see Fremantle as the first port in Australia and naturally refer to their entering it as arriving in Australia. So we endeavour to create a good impression in order that they will always say they got a good reception in Fremantle, the western gateway to Australia.

Unfortunately, Mr. Wayne—I will withdraw the word "unfortunately", as I have a great regard for him, both as a man and as the Commissioner of Railways, but in the railways there has been a policy adopted of not giving out any information. Whether it is the Government's policy, or the policy of the Railways Department, I do not know; but it seems to me that no information appears to be available. Everything seems to be done by some subterranean method, as one cannot get any information. The latest information is that it is proposed to move the locomotive department from Fremantle.

A deputation waited on the Minister for Railways. The deputation requested that the locomotive department be moved into the Cockburn electorate, where there is industry located. That area is considered to be the proper place for the department and the marshalling yards. The Minister proposed to move the locomotive department to Leighton.

Nobody was greatly concerned about that; but I informed the Minister that he was not giving us all the facts. We were told that it was intended to move the locomotive department from Fremantle to Leighton; whereas all that was really proposed was to create a diesel garage at Leighton. What was going to happen was that the organisation of most of the services—which are now organised from Fremantle—would be carried out from the other end of the metropolitan area; and the only locomotives which would be in Fremantle would be a few diesel engines for shunting purposes, and some diesel trains for the first passenger service out of Fremantle each morning.

The point is, there are 38 services organised every day out of Fremantle, and the approximate number of employees in the locomotive department is 190. That, of course, does not include the employees in the traffic department. If this diesel garage were to house only a few shunting engines, and the diesel trains for the first service in the morning, a great number of men would have to be transferred. Yet we read in the paper about the Port of Fremantle being the gateway to Australia. I have yet to learn of any principal port at which a locomotive depot is not situated.

At the deputation to Mr. Court he said that dieselisation of the railways was essential because the use of diesel engines for the haulage of goods was something that the railways would have to implement.

We can all understand that, but we must realise, too, that we are a country which produces its own coal, and this coal has been used by the Railways Department for a number of years. It is obvious, too, that for some time yet steam locomotives will be used on our railways.

Now it is proposed that a small locomotive department will be established in North Fremantle. First of all it was to be built at Leighton, but now it is to go to North Fremantle. When that happens I suppose what few houses are left on the coast side of the highway will disappear, particularly with the building of the new railway station and the new line to the bridge. With the establishment of small locomotive sheds there will be only ten locomotives stationed there and it will mean the transfer of a great number of men from Fremantle. Those of us who have lived in Fremantle for many years cannot imagine that, as it is the principal port of Western Australia and as the Commissioner of Railways said in London that he sees the port as the gateway to Australia, it will be left without a locomotive department.

My views differ from those expressed by the Minister for Railways, Mr. Court. He said that South Fremantle is not the proper place for a locomotive department because it would be necessary for the locomotives to be brought from there to Fremantle so that they could haul their loads. But I would point out that the locomotive shed in the Perth area is between East Perth and Mt. Lawley, and engines have to come down what is known as an engine road from the shed to the Perth Central Station and the goods department to pick up their carriages. Therefore I see nothing wrong with locomotives being brought from a locomotive shed established at South Fremantle into Fremantle to pick up their wagons. I trust that the matter will be given serious consideration before any move is made, because apparently the department is not sure of the position.

First of all the shed was to be shifted to Leighton, and it was to become a diesel garage. But now it is to be built in North Fremantle, and provision is to be made for ten diesel locomotives. This will mean that about ten crews, plus the employees connected with the ancillary services, will have to be transferred from Fremantle; and I can see no reason why that should happen. Therefore, I hope that the Minister for Railways—or the department—will change his mind again and will realise that if Fremantle is to be the gateway to Australia the least we can expect is that the trains which will leave the port will be housed and organised in the district, and not in another part of the metropolitan area. I leave that thought with the Minister in the hope that he will be able to make an impression on the decision of the Minister for Railways.

I did not want to deal with the traffic position, because I understand it has already been discussed in this Chamber, and I do not hold myself up as an authority on traffic matters; however, I do drive a car and I do the best I can in regard to the traffic regulations. I know that we have traffic officers; and it is probably just as well that we do, because, generally speaking, they do a pretty fine job. However, I would like to ask the Minister exactly what the position is, because I have a case which I would like to put to him. I was involved in a minor accident in Victoria Park. It happened on a road over which only about one car an hour travels and, unfortunately, I happened to be driving along the road at the time and I got hit by that one car.

I rang the Victoria Park traffic office and I was asked if anybody had been hurt. I said, "No." I was then asked, "Can the cars be moved?" I said, "I don't know. I have not attempted to move them, but the lady who collided with me is slightly shocked, and I do not know what her condition is." The advice I received was, "If you can move them bring them around to the police station." I definitely refused to do that and I asked that a traffic officer be sent out to the scene of the accident. I was told that if I was not satisfied I could ring the central traffic office. I did that, and then, apparently, the same person who had told me to bring the cars around to the police station, came out to see the accident.

My view is that if I am involved in an accident it is quite wrong for the traffic office to suggest that I, and the person with whom I have collided, should bring our cars to the police station, particularly when one does not know where the police station is situated. Also, one may not be in a position or in a satisfactory condition to drive a car. I want to know what the position is, because on other occasions I have asked for traffic officers to come out to the scene of an accident and they have always done so, and have been most courteous about it. I am not saying anything about the courtesy of the officer concerned in this case, when he did come out; but what I do want to know is what the position is when I ask a traffic officer to come out to see an accident, and I am told that if the cars can be moved they are to be brought around to the police station.

I refused to do it, and I think anybody who has been involved in an accident would be doing the wrong thing by attempting to drive a car and trying to find the police station when he may not know where it is. I ask the Minister to go into the matter and let us know exactly what the rules are in this regard. Is a traffic officer supposed to visit the scene of an

accident, or are the drivers of the cars involved expected to drive their cars to the police station if they can be moved? I for one refuse to do it, and I shall continue to do so. In concluding my remarks on the Address-in-Reply debate, I thank Ministers in the hope that they will give consideration to the matters I have raised.

THE HON. C. R. ABBEY (Central) [5.38 p.m.]: Mr. President, may I add my congratulations to those of other members of the House upon your being re-elected to the high office of President of this Council. Like all members here, I believe that you will occupy the office with distinction and dignity, and that we can expect, and will receive, consideration from you during debate. May I also offer my congratulations to The Hon. Frank Wise on assuming the office of Leader of the Opposition in this Chamber. I know that we will receive from him contributions that will be thoughtful and constructive on all occasions. May I also extend my congratulations to the two new members and the other eight members who have been re-elected. I hope that all ten of them, and particularly the two new members, will enjoy their six years' stay in this Chamber.

I would now like to comment on the suggestion put forward by The Hon. Norman Baxter, that consideration be given to reconstituting the representation of this Council by splitting the State into 15 provinces with two members to a province. I believe the suggestion is a really good one; because members, and particularly the new ones, must have found that it is an extremely difficult job effectively to cover the large areas involved in the present ten-province set-up. This position dates back to the inception of this Chamber, but I feel it is high time, in the year 1962, that a re-examination of the situation was made, and I congratulate Mr. Baxter on the thoughtful contribution he made on this subject. I hope he is able to bring the matter to some definite conclusion.

The main theme of my speech this evening will be the question of water and the need for water supplies in the dry areas of our State. It is time for us to have a good look at the present situation and ask ourselves the question, "Can we not better the present situation in regard to water supplies?" We have been told so many times previously that saturation point is being reached with our catchment areas, and that in the very near future we will reach a stage where we will find that our catchment areas are no longer adequate. That is a serious state of affairs, and it is a serious situation to have to face up to in the not too-far-distant future. Like many other members in this Chamber before me, I believe we should be able to trap, on the areas in which the rainfall occurs, sufficient water for our immediate needs, particularly on those of the farms in the dry portions of our State.

Like most members, I have travelled through the dry areas, and I believe they could be made much more productive than they are today if really adequate water supplies were available. We know that the problem has been overcome where a reticulated supply has been provided, but it would seem that for many years to come we will have to provide facilities other than those available under a reticulated system. In my view, it is high time that we looked at the possibility of setting up a water conservation authority to try to overcome some of the problems. This water conservation authority could be set up but have no relationship to any existing authority. Its job should be to co-ordinate the present efforts being made to supply water in our agricultural areas.

In the speech he made last week, Mr. Jones referred to the boring plants available from the Mines Department. They are certainly doing a worth-while job; but I believe all the efforts being made should be co-ordinated. We have a soil conservation service and, within the limited means available to it, it does a very good job. Perhaps as a branch of the soil conservation service we could establish what could be known as the W.A. water conservation service; and it seems to me that there is a very great need for such a service in this State. I would envisage a number of officers equipped with jeeps on which would be placed portable boring plants. I say "portable boring plants," because I do not think they should be a duplication of the plants used by the Mines Department.

The important thing is that we do need a service of competent officers who could carry out a survey even in the dry areas. I know this could be achieved in the worth-while catchment areas, and in those dry areas that are suitable to provide dams with a capacity up to 4,000,000 to 5,000,000 gallons, thus making sufficient water available for quite large farms.

The Hon. A. F. Griffith: What sort of equipment would there be on these jeeps? How deep a hole would it drill?

The Hon. C. R. ABBEY: It would drill only fairly shallow holes. The main idea would be to test sites for dams. Many people have found when boring—though quite often they do not bore much to their own detriment—that they mark out what appears to be a suitable site and then, because of the deficiencies in their boring, an inadequate dam is produced. There may be such things as sand veins—quite large ones—or shelves of rock, which means they do not get down to the necessary depth.

Accordingly if we had a surveyor and his officer on a jeep, the surveyor could mark the site and decide where the dam would best be situated, and where the contours should be in relation to the dam; and his

assistant could then put down a sufficient number of holes to test the site he had surveyed to see whether it was suitable.

The Hon. A. F. Griffith: This would have to be a service to individual farmers.

The Hon. C. R. ABBEY: Yes; it would be a service to individual farmers on exactly the same lines as that provided by the soil conservation service. Members well know that the soil conservation service provides officers to survey the necessary contours on farms and to give advice. This is done for a very reasonable figure—I think the charge is about £1 an hour; and there are not too many hours in the day for which they charge, because a good deal of the officers' time is taken up in giving advice, for which no charge is made. The only charge made is for the actual survey by the soil conservation officers. I feel that a water conservation service of the type I have suggested could work on similar lines.

The Hon. A. F. Griffith: The matter of drilling could be much more expensive.

The Hon. C. R. ABBEY: It should not be; because for a start the depth would not be very great. A depth of 20 feet would be adequate. In order to make a test, one would certainly need a number of 20-ft. holes; but it would not take long. In most cases a portable boring plant could adequately test a site in perhaps two to three hours. It would certainly be a very worth-while service.

The Hon. A. F. Griffith: There are private contractors who will do this sort of thing.

The Hon. C. R. ABBEY: Yes; but they perhaps have not the technical knowledge that would enable a survey of the site to be made first; or that would enable them to give advice to the farmers, and that sort of thing.

On a recent visit to Southern Cross I had the pleasure of seeing a farm north of Southern Cross which had a very worth-while water conservation scheme. In other words the farmer had placed on a suitable catchment site a large dam of about 5,000,000-gallon capacity which he found he was able to fill adequately from the run-off on his property. He is able to do this because the site is appropriate; he had it surveyed properly. His water supply problems are now over. This property is in about a 12-inch rainfall area; and this particular farmer found that by the provision of two or three large dams in strategic sites he was able to overcome his water problems.

As Kalgoorlie members would know, on Mt. Monger Station Mr. Warren has provided many large dams on suitable sites and has been able to overcome his problems in that manner. He has been able to increase the numbers of his stock and the maximum carrying capacity of his station,

and at all times he has adequate water. He has been able to do this since he bought a bulldozer and put in these very large dams on good catchments; mainly on the flats where flooding occurred. It is, of course, necessary to have a silt dam to protect the main dam. I would stress the point that a water conservation authority such as I have mentioned could work either in co-operation with the boring set-up which the Minister for Mines controls, or as a section of the soil conservation service. I am sure, however, that we need more co-operation; and if we could get it, it would be to the benefit of the agricultural areas generally.

While I am on the subject of water, might I stress the very great need of, I suppose, 50 per cent. of our country towns for an adequate supply of water for their sporting areas. We have, of course, arrived at the position where saturation point has been reached so far as the Goldfields water supply scheme is concerned, and it is no longer possible to supply water for new ovals and sporting facilities from that scheme. Many applications have been made from towns such as York, Beverley, Quairading, and so on, to allow reticulation for sporting areas in those towns. Where a grassed oval is not available in those towns, the football clubs, particularly, find themselves at a very great disadvantage, because they cannot have the final rounds of games played on their ovals. In other centres the reticulation of the ovals has been allowed in years past, and is still allowed because that service is already available.

As a result these football clubs have to go to such centres as Northam and Cunderdin where, for many years, there have been grassed ovals. This situation deprives the young people of our districts of the facilities that would help keep them in those towns; and I feel it is time that a re-examination was made of the many requests with a view to the Government making finance available to assist the shire councils and the local clubs. I say "assist" because I feel the clubs themselves should provide portion of the finance needed. This situation could, however, be overcome by some assistance from the Government, which would enable shire councils to provide local schemes, whether by the use of a dam on a suitable catchment area, or in some other manner.

I think in almost every town some such area could be found. It has been suggested recently that effluent water from sewerage systems be used; and that is a possibility which could be examined. But some means must be found to help towns which are prepared to help themselves. We often hear lip service paid to decentralisation, but I would like to see something more practical done to encourage these people, both in a physical and a financial sense. These towns are

prepared to help themselves, and they can only do this if they are given some sort of financial assistance.

There is a project in Northam at this moment under which the Northam Shire Council desires to grass Burwood Park. Some members of this Chamber who have seen that project would know that it is well under way, and that some very successful trotting meetings have been held at Burwood Park. If it were grassed it could become a very fine country oval which could be used, not only by the large population of Northam, but by the surrounding towns as well.

In a number of speeches in this Chamber some reference has been made to the European Common Market and the likely effects that would accrue should Britain join with the six other countries involved. I feel that we in Western Australia in particular, and in Australia generally, should be prepared to stand on our own feet a little more than we have in the past. There is no doubt that some of the commodity agreements which have been established have been worth while. But I have always had some doubt about the 15-year meat agreement, for instance. I have felt that that agreement, while on the surface appearing to be of some value, did in fact militate against the real expansion of our meat trade to other countries.

I think that we in Western Australia should perhaps give a lead to the rest of Australia by setting up what could be perhaps termed a W.A. primary exports council. I would envisage the various powers and marketing bodies of primary products as members. They have quite considerable funds at their disposal which could be used in finding future major markets. For example we know there have been trade ships chartered. There is, for instance, the *Straat Banka*, which has been visiting future potential markets, and doing a good job in the expansion of trade. I took the opportunity of visiting the *Straat Banka* when it was in Fremantle for a few days some time ago. I know that we must expand our secondary industries, but at the same time we must have a balanced development; and it is essential that any such trade ships should carry primary products with a view to establishing future markets.

If in addition to the establishment of the W.A. export council we could have set up a W.A. primary export council, I feel sure it would be of great benefit to Western Australia generally. It is necessary to talk about these things and to ask people to consider them, because I feel we have to tackle this problem in the near future. Therefore, I hope the thoughts I have put forward on this subject will lead to further constructive contributions on the matter.

It was perhaps rather a sad occurrence when we read in the paper that the company which started exporting live wethers to Kuwait found it necessary to cease operations. We saw what was a potential export market cease, although perhaps only temporarily. That is a situation which should be examined by the Government, as possibly the troubles experienced by that company could be overcome. Kuwait appeared to be a market that could be much further developed, and I feel we should thoroughly examine any means of assistance in order to overcome what might be only temporary disabilities of the company.

The report said that excessive fitting at Fremantle was the cause of the company's inability to carry on. I would not know if that is true or not; but I hope the position will be examined and that as a result some assistance will be given to the company to enable it to further develop its ideas. We do not want to see what is a very good idea go by the board. The company was obviously going to develop a further market for live sheep. Had it done so, we would have had an alternative to the Singapore market. We must give encouragement to any company or group of individuals if they are prepared to attack new markets and risk their capital and time on such projects.

With regard to our own primary industries, we may find that it is necessary in the future for us to have different and better outlets than we have at the present time. In the future we do not want to be dependent on a few markets as we have been in the past. The wider our markets, the less impact there will be on our economy should one fail. As I said before, I hope that in the future more attention can be given to our rural water supplies and to the problems that can occur should Britain join the European Common Market. It is only by thoroughly examining these problems and by putting our shoulders to the wheel that we are going to overcome our troubles.

Referring to my suggestion that we could perhaps set up a Western Australian water conservation authority, might I refer, with your permission, Mr. President, to a situation that exists in Queensland where somewhat similar legislation was enacted on the 10th April, 1958. An Act was passed there to enable farmers to obtain financial assistance for works of water supply, and to enable the Commissioner of Irrigation and Water Supply to carry out works on behalf of farmers and for purposes connected therewith.

This is a worth-while object and one that could give a lead to other States in the Commonwealth. I have here a booklet put out by the Irrigation and water supply authority in Queensland which explains to farmers what is available. It sets out pretty fully the technical assistance available, the method of applying for financial

assistance, and all other methods that could be used to put in the necessary watering facilities. It gives illustrations of very large dams; methods of designing gully dams; and types of catchments for irrigation projects.

One page of this booklet shows a photograph of a 4,000,000-gallon storage dam which was constructed for Mr. W. J. K. Cooke, Witta, via Maleny, which is the sort of thing we need in this State. Projects of this kind could bring about a situation where our dependence on hills catchment areas would not be so great, and where it would be possible to catch on the farm the water that is available. Much greater use would then be made of the farmer's own resources instead of relying on extensions by the Government of the present reticulated scheme. We have to stand on our own feet in these things, and I hope we can find a method which will bring about the use of local supplies so that we can effectively use our reticulated supply where water cannot be obtained locally. That would overcome most of our problems; and on that note I support the Address-in-Reply.

Sitting suspended from 6.7 to 7.30 p.m.

THE HON. J. D. TEAHAN (North-East)[7.30 p.m.]: I wish to be included among those who have already congratulated you, Sir, on your re-election as President. It must be very satisfying to you to know that you must have so pleased the members in your past occupation of that office that they have unanimously elected you again for another term. I feel that not only will you be pleased, but so will the members of your family who, although they will probably lose your company more than they would had you not been re-elected, must be happy in the knowledge that you are performing a worth-while duty.

I also join in welcoming the two members who are new to the House; and I congratulate those who were re-elected at the recent elections.

To Mr. Wise who was selected by his fellow party members to be Leader, I offer my sincere congratulations. So also to Mr. Willesee who can be said to be comparatively young but who has already given evidence that he desires to equip himself to carry out more ably the duties for which he has been elected. I think that the electors of the North Province must feel that they have made the correct selection of members because two of them in this House have been chosen by party members to be leaders and the other, Mr. Willesee, deputy leader.

It was very pleasing to read in the Federal Budget announcement the other day that the goldmining industry is to be assisted to the tune of £300,000. Whilst the assistance sought may not have been

all that was desired, anything at all which will give a longer life to that industry is welcome to the State as well as to those who live in the parts of the State where gold is the chief industry.

Many of us would have liked to see some form of assistance granted to prospectors, because through them the new fields are being opened. The number of those prospecting is not very high, but I have been impressed by the number of miners and others who have become what is known as "week-end prospectors." I know quite a number of them and they are good, hard-working men of a high character. They have the prospecting bug in their veins and at weekends and holidays—in fact during any time they have available to them—they journey to the bush to seek new fields. Some have had a certain amount of good luck, while others have won no gold at all. However, they are still persistent and are quite happy in what they are doing. It is a healthy form of employing their leisure because most of their time is spent on the surface or near surface. During the week, of course, they are well down underground.

From the remarks made by the President of the Chamber of Mines, I take it that the mines on the Golden Mile will perhaps be assured of a longer life as a result of this assistance.

The Hon. A. F. Griffith: Those which are not already subsidised—the unsubsidised mines.

The Hon. J. D. TEAHAN: I was wondering whether the assistance would extend to such mines as Gwalia, Mt. Magnet, Bullfinch, and Mt. Ida.

The Hon. A. F. Griffith: Bullfinch, Mt. Ida, and Gwalia are unsubsidised mines now, aren't they?

The Hon. J. D. TEAHAN: Yes; so this assistance would not extend to them.

The Hon. A. F. Griffith: So I understand.

The Hon. J. D. TEAHAN: I was hoping it would, particularly to Gwalia and Mt. Ida, and more especially to Mt. Ida which is, I think, 80 miles from the nearest railhead. The people there have to make their own form of amusement and provide their own amenities to make up for what the city dwellers have at their command. Therefore any assistance which could be given to those places would be welcomed.

In regard to workers' compensation payments, I think we would agree that they have all lagged behind badly, particularly when we take into consideration the value of money and the changing value of money almost month by month and year by year. I also often wonder why a person who is injured in a road accident

should receive more than a person who receives a similar injury while working in an industry. Why this is so we do not know. In fact, even although road accident payments are much greater at present, it has been hinted that the amounts ordered for road accidents will, perhaps, be stepped up in future.

Quite a number of members have spoken about traffic; and, although one almost feels like apologising for speaking on the subject, there is really no need to because we should all be concerned about anything which governs our lives, and traffic certainly does. The slogan which says "Look Alive and Stay Alive" is a very good one.

I travel the roads regularly both in the metropolitan area and in the country, and I am convinced that the suspension of licenses for speeding is having a marked and favourable effect. I feel sure that no other penalty has such a restraining effect on a would-be speedster. Surely all of us have noticed the difference; because there is definitely a difference. Now we only see the odd one who will make a dash and weave in and out of traffic at high speed. Of course, statistics may not prove the value of this penalty, but statistics are not always very enlightening.

It has to be remembered also that there are more vehicles on the road month by month. I think today's paper informed us that in Australia in the month of July there were 28,000 more licenses issued. It is also known that in Western Australia for the month of June there were far more licenses issued than in the same month of the previous year. So it can be said that day by day the number of vehicles on the road is increasing. I feel that the traffic authorities and those who control the traffic cannot keep up with the ever-increasing number.

The police are doing quite a good job; and many times as I look around and travel in this thick bank-up of traffic, I wonder why there are not more accidents. In my observations I have found that some drivers just do not have a full grasp of the basic rules of the road. This particularly applies to country drivers.

We must remember that many of the older drivers—and I could be numbered amongst them—acquired their licenses 20 or 25 years ago, at a time when there were not so many vehicles on the road and when there were not so many rules and regulations. They do not, perhaps, take a great deal of trouble to move with the times and become acquainted with the changing rules and regulations. I refer particularly to the rules regarding turning to the right and turning to the left. What I am saying applies not so much in the metropolitan area; but often I have noticed in places distant from Perth that the driver of a vehicle, in making a right-hand turn, does so from the left-hand

lane. This makes it necessary, of course, to cut across traffic coming from behind. This was the cause, in the past six or eight months, of three accidents—one fatal—of which I have a personal knowledge. I have also many times seen motorists, desirous of making a left-hand turn, swing into the right hand lane first. This is another cause of accidents both to the drivers making the turn and the drivers following.

It is, of course, easy to criticise and point out faults, but it is not easy to find a remedy. However, the simple remedy, I would suggest, to overcome such behaviour as I have described, would be to make a driver pass a test on the current rules and regulations before renewing his license. An officer could be assigned to this task and if a driver could not demonstrate, with the use of a chart how to make a correct turn, or could not answer other traffic questions, he should not have his license immediately renewed. If this system was carried out, a driver would make quite sure that he was acquainted with all the basic rules and regulations before attempting to renew his license. If a driver did not pass such a test satisfactorily and had to return in, say, 48 hours or so to take another test, he would not fail the second time, I am sure. That procedure would, I am convinced, ensure that drivers who had obtained their license 20 to 25 years ago, would keep up with all the rules and regulations.

The magistrates are doing a pretty fair job. It was mentioned in another place that the time was ripe for a review of the penalties. However, too often is the magistrate blamed for imposing a certain penalty. We must remember that he is the one who is in possession of all the facts of the case—both for and against—and I am prepared to say that he uses judgment in fixing the penalty he imposes.

There are narrow roads in the suburbs, but I do not know that widening them would make the passage of the traffic easier and safer. I am afraid that the opposite is too often the rule.

I can mention one road that I know and that I travel over quite frequently: Salvado Road, which was a narrow road, but which has been doubled in width. When it was narrow it was hard to travel between the vehicles on the road. But widening it has only meant that vehicles park on both sides of the road so that now one has to weave in and out of them. What is worse is that there is a school on one side of the road, and almost directly opposite there is another; yet the road is cluttered up with vehicles on both sides, and this constitutes a hazard to the children and to the traffic using the road.

I think there could be a tightening up of the issuing of taxi drivers' licenses. We often read of drivers who have committed offences quite out of the ordinary.

This makes one wonder how these people get a license. I refer particularly to a case—members may have read of it last week—of a taxi driver-procurer who was sent to gaol. The newspaper report states—

A taxi driver had made arrangements for an 18-year-old prostitute to visit the homes of Asian students living in Perth, the Perth Police Court was told yesterday. Then he would collect the money from the students, usually about £5 each.

This man was sent to gaol for 12 months. The police evidence stated that about 18 months ago the C.I.B. had a complaint about a 15-year old girl associating with the taxi driver under similar circumstances. The police heard that this same gentleman was involved with a 24-year old prostitute. The evidence went on to show that he had been warned many times, but he took no notice and showed a complete disregard for the welfare of the girls concerned. The magistrate said—

I think that if any offence deserves the maximum sentence, this is it.

So evidently the penalty of 12 months was the maximum sentence. It is a pity it was not more. That case suggests that there should be a tightening up of the position. I am not blaming the police. This man used his taxi licence as a means of carrying on a nauseating and immoral practice; he apparently quite demoralised these young girls.

The Hon. G. Bennetts: Do you think the Government ought to license premises for that purpose?

The Hon. J. D. TEAHAN: I will not comment on that.

The Hon. L. A. Logan: He wants notice of that question.

The Hon. J. D. TEAHAN: This person may have come here as an immigrant, but I say there should be no place for him under the immigration laws of Australia. It is to be hoped that we do not hear of too many of these gentlemen, in this occupation, doing what he did. This man was a taxi driver, which is quite an important position to hold. I travel in taxis fairly regularly, and the taxi drivers I have met would not care to be in the company of the man I have mentioned.

A few days ago I asked a question about persons involved in fatal road accidents. A coroner's inquest follows such accidents, and anyone who is involved in an accident of that sort can be very upset. I was on the road one day and saw a policeman who was a party in only a minor accident. I knew him quite well, and I knew he had spent a good deal of his life inquiring into accidents; but I never saw anybody as upset as he was. The accident was probably no fault of his.

Where a fatality occurs, we can imagine there is a great deal of concern, and perhaps sleeplessness, on the part of those involved. A friend of mine was recently concerned in a fatal road accident, and I know the suffering he went through even though he was 100 per cent. not guilty. These cases go before a coroner's court, and sometimes when the coroner is in doubt as to the guilt of the parties, he gives no decision but says that the papers will be referred to the Crown Law Department. Members can imagine that those involved would live almost on the edge of a volcano; even though they felt they were blameless, they would have this trouble hanging over their heads. There might be further action such as a Criminal Court case, and they might be involved in the consequent proceedings and the expense of those proceedings; so, they would be anxious to know what was happening in regard to the papers that had been referred to the department by the coroner.

I know one person who was very concerned in respect of such a matter. He asked at various places how the case was going, but nobody could tell him. I have an idea that he inquired from the clerk of courts; and he certainly did from the police officer in charge, but neither could tell him. However, I accidentally met him and he told me that he was upset and would like to know what was happening. I said I would make inquiries, which I did, and I was informed that no further action would be taken.

The Hon. A. F. Griffith: From whom did you inquire?

The Hon. J. D. TEAHAN: From the Crown Law Department.

The Hon. A. F. Griffith: Is not that in keeping with the answer you got to your question?

The Hon. J. D. TEAHAN: Yes; but if the Minister will wait he might find that he has interjected a little early.

The Hon. A. F. Griffith: I am sorry.

The Hon. J. D. TEAHAN: I informed this gentleman of the position, and members can imagine his pleasure and relief. He was really relieved. If I had told him that he had won charities, I could not have brought greater joy to him.

The answer given by the Crown Law Department was quite satisfactory: If you inquire you will be told. That was the text of the answer.

The Hon. A. F. Griffith: That is right.

The Hon. J. D. TEAHAN: Yes, but the ordinary bogger, trucker, labourer, or person in the bush would say, "I wonder where I can find out? I will ask the police constable." A person such as any of those I have mentioned would probably not know that he should write to the Crown Law Department. Assuming he did and received the reply that the matter was still under

consideration, he would not know when to write again. He would say to himself, "Will I write in two, three, or four weeks?" He would suffer those weeks of anxiety, and when he did write again the department could say, "The final answer will be given later."

Perhaps there are not many of these cases, and I suggest that the clerk of courts could be advised of the decision of the department. Very often a local man asks the clerk of courts, or the police, what has happened.

The Minister might see some merit in my suggestion, because a man such as I have mentioned would not know the complexities or niceties of the law and would not know where to ask for the information he wanted; but he would be troubled in his mind.

The Hon. A. F. Griffith: You must appreciate that there are other matters that have to be taken into consideration.

The Hon. J. D. TEAHAN: That is possible, too. I am not going to blunder in and say this is what should be done. There may be some answer to what I have said. I am merely making a suggestion.

The Hon. A. F. Griffith: There might be some litigation as a result of the action of the Crown Law Department in the matter.

The Hon. J. D. TEAHAN: Well, that is how it appeared to me, and I pass on the suggestion.

I wish now to make some reference to country vermin boards of which there are quite a number around Kalgoorlie. There is what I think is called a combined vermin control board. The one at Kalgoorlie covers the area of the Shire Council of Menzies, the Kalgoorlie Shire Council and the Coolgardie Shire Council, so it covers quite a big area. It deals with the vermin in the area—mostly foxes, dingoes and eagles.

Members can imagine that to secure the services of a trapper, or dogger, is not easy. There are not many experienced men who follow that occupation, or who would be prepared to live in the bush for several weeks at a time in order to trap dingoes and foxes and shoot eagles, or whatever it is they do. So, when a shire council gets a good man it is to its advantage to hold him.

A trapper brings in his catch, or whatever it is called, of dingo scalps, beaks, claws and so on, to the combined vermin control board, which undertakes the unpleasant task of checking what he has brought in. The checking is a slow business and has to be correct. Then the secretary of the shire council checks what the trapper has brought in and makes an advance to him; and it is an advantage for that to be done, because a man who has been in the bush for three or four weeks wants to be paid for his labour.

But that is not the end of the matter. The Department of Agriculture requires that the evidence—the scalps, claws, and

beaks—be sent to Perth. It is not a pleasant job to bundle them up again and send them to Perth. In the hot weather it is quite an unpleasant duty. I am informed that in some cases the evidence deteriorates to such an extent that it is not recognisable by the time it reaches Perth. A dingo scalp, for instance, can deteriorate so that there is nothing left but the fur, and it can be set aside as not sufficient evidence. Then there is the delay from the trapper to the shire council and from the shire council to the department in Perth. When the Department of Agriculture has satisfied itself in respect of what it has received, it sends out a cheque.

The shire council's secretary is a responsible person—in the case of the Kalgoorlie Shire Council, the secretary would have to be a man of high standing and integrity—and he checks what the trapper brings in; but the Department of Agriculture will not accept his check but says that the evidence must be sent to the department.

It has been suggested—and the suggestion has been rejected—that when the shire council secretary makes a check—he does not make it on his own but in the presence of the regional officer of the Department of Agriculture; because there is a regional officer at Kalgoorlie—the Department of Agriculture should be bound to accept the check, but today it will not do so.

I strongly urge that when a check is made in those circumstances it would expedite the correct sum being paid to the trapper, would lighten the work of the shire council, and would be more acceptable to everyone concerned. I am informed that even pilfering or loss could take place during the 400-mile train journey to Perth. It is hard enough to obtain a trapper or dogger without imposing a number of unnecessary restrictions.

The Hon. G. Bennetts: Is not the dogger on a weekly salary as well?

The Hon. J. D. TEAHAN: He may be. He may be paid a bonus which he would expect to receive promptly. They are the few matters I wanted to raise during this Address-in-Reply debate, and I support the motion.

THE HON. J. J. GARRIGAN (South-East) [8.2 p.m.]: I support the motion for the adoption of the Address-in-Reply, and on this occasion I congratulate His Excellency on the extremely fine manner in which he delivered that worthy speech.

The Hon. A. F. Griffith: A very good speech it was, too.

The Hon. J. J. GARRIGAN: I also take this opportunity to congratulate you, Sir, on once again attaining the very high position of President of the Legislative Council of Western Australia. I know you will carry out the duties attached to that

position with dignity, and will conduct yourself at all times for the benefit of the people of Western Australia. At this juncture I would also like to congratulate our worthy Leader of the Opposition, Mr. Frank Wise, on his election to that position in this House; and I congratulate Mr. Willesee on his appointment as deputy leader. I know that they will guide us safely through times of stress and strain.

To my left in the red corner I turn to Mr. Stubbs and Mr. Robinson to extend to them the hand of friendship and welcome. I only hope that their presence in this House will be to the benefit of the constituents they represent. Tonight, I wish to address my remarks, in the main, to the Minister for Mines, because I do not feel that sufficient assistance is being granted to the goldmining industry of Western Australia. One way to gain information is to ask questions, and so, a couple of nights ago, I asked some questions about the goldmining industry, particularly in relation to the expenditure on drilling for gold. In reply I was told that pound for pound drilling assistance for gold, to the extent of £3,622 was provided during the last financial year. That amount, to my mind, is absolutely inadequate, and much greater assistance should be made available. In addition, the Commonwealth Government grants very limited assistance for the development of goldmining in this State. In fact, the amount advanced would not be sufficient to sink a decent sized shaft.

Perhaps our memories are not so dim that we cannot cast our minds back to 1897, when Kalgoorlie and other large mining centres were established. The wealth obtained from the production of gold at that time assisted greatly in the economy of Western Australia, and the economy of Australia in general. The gold producers in those years certainly put Western Australia on the map, and their past efforts should be recognised at the present time. Again, in the late 1930's it was the goldmining industry that put Western Australia on its feet. When wheat and wool prices were at their lowest ebb, farmers and their families migrated to the goldfields to seek work; and, further, the wharf lumpers invaded Kalgoorlie in order to obtain employment. It was the goldmining industry, therefore, that helped Western Australia to survive those trying times. So I repeat that not sufficient thought is given to the goldmining industry of Western Australia when it is badly in need of assistance.

I will now deal shortly with ways and means of discovering new fields in the Western Australian goldmining areas. I have worked in practically every branch of goldmining for 25 years, and I know that the goldfields have been loamed over and over again. Today, one has to loam too deeply in order to obtain worth-while

results, but with modern mining equipment and mobile drills we should be able to send out teams of men to discover new fields. However, it is no use conducting drilling surveys haphazardly. Any work along these lines should be properly organised. It is no use drilling around old workings that were worked out 30 or 40 years ago. It must be borne in mind that the miners of 40 years ago were just as competent as the miners of today, and very little gold would be found in any old workings in Western Australia. We should have the initiative to send mobile teams out on drilling programmes in search of new fields. It is the Government's responsibility to ensure that this is done.

The Hon. A. F. Griffith: Why do you say it is the Government's responsibility?

The Hon. J. J. GARRIGAN: It is the Government's responsibility to foster the mining industry. It fosters and renders assistance to every other industry, so why should it not foster the mining industry when it is sorely in need of it? I am not allergic to interjections—

The Hon. A. F. Griffith: I thought you were.

The Hon. J. J. GARRIGAN: —but, in my opinion, the Government should endeavour to discover new fields; and the Minister for Mines is the one who is responsible for such work. There is still some virgin country in the goldfields of Western Australia, especially between Marvel Loch and Ravenshorpe, and Marvel Loch and Norseman. The other evening Mr. Stubbs asked a question concerning this matter, but the answer he received was evasive.

The Hon. A. F. Griffith: It was not evasive at all.

The Hon. J. J. GARRIGAN: It could be the truth.

The Hon. A. L. Loton: How do you find this gold?

The Hon. J. J. GARRIGAN: If the honourable member cares to listen for a moment or two, he may find out. I suggest that if mobile drilling teams were sent out into the field, we would have a chance of discovering new finds. It is no use sending men out into the bush with obsolete equipment and old model trucks, and expect them to use a pick and a shovel. Also, the financial assistance they are being granted at present is insufficient. They should be paid at least the basic wage and, in fact, everything to which they are entitled when living in the bush.

I congratulate the proprietors of the Paris Gold Mines for the remarkable job they have done in the last four or five years. They have not only invested an enormous amount of capital in that mine, but also a wealth of experience. I take this opportunity of congratulating Bill Pope and party for their work at the Beatty Find, some 40 miles south of Norseman. There is no doubt they have done a remarkable

job. They are experienced miners, and they have accomplished the task they set themselves.

Now that I have applauded one section of the community, I intend to condemn another; and I hope the Minister for Mines and his merry men will take notice of what I am about to say. Certain people holding goldmining leases today, and paying extremely low rentals, have been allowed to retain their tenancy for years and years. During the war years, and even during immediate post-war years, the time-worn excuse was that they could not obtain sufficient labour. There are 90,000 unemployed in Australia today, and yet these people continue to hold their leases on such a basis. It is the responsibility of the Mines Department to make some inquiries to ascertain whether their excuses are well-founded; because there are many people who are anxious to apply for such leases and only too willing to work them if given the chance.

Another matter I wish to raise is the inadequate water supply north of Westonia. The residents of that area have suffered privations—apart from an inadequate water supply—for many long years, and I think it is time the Government took steps to ascertain whether additional water supplies could be found for these people, and also for those at Dalyalbin south of Mooring Rock. A survey team could be sent into those parts, and the Minister could report the results of their investigation to this House.

Another matter I wish to raise is in relation to the proposed superphosphate works at Esperance. The establishment of these works has been promised for many years, but it has now become a matter of urgency. The farmers and the people of the district in general have listened to the promises given in the past, but those days are gone. If the Government makes a promise to do something, it should keep it and grant these people the facilities which they so richly deserve.

Finally, I want to refer again to that old contentious matter—workers' compensation. In 1954 the Workers' Compensation Act was one of the best pieces of legislation on the statute book, but today, in 1962, in some respects it is one of the worst. One provision in the Act which sadly needs amending is that relating to the amounts granted to a worker for hospitalisation. Should a worker meet with an accident underground and be forced to remain in hospital for 12 or 18 months, he is faced with a huge bill because the amount granted under the Act is, in most cases, insufficient to meet the hospital expenses.

I therefore suggest to the Government that the Act be overhauled, perhaps with the aid of a select committee or by some

other means. Whatever method is resorted to, the time is ripe for justice to be meted out to those workers who are granted compensation under the provisions of the Workers' Compensation Act. I have nothing more to say at this stage, except that I support the motion.

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [8.12 p.m.]: Probably, I would not have entered this debate except that reflections were cast upon my integrity the other evening, and I was also accused of abrogating the truth. However, before dealing with that matter, I congratulate you, Sir, on being re-elected as President of this House. I know members have appreciated the work you have done over the past two years and your attitude towards them, and they have been quite satisfied and unanimous in their wish for you to carry on for another term at least.

To those new members who have been elected to this Chamber, Mr. Stubbs and Mr. Robinson, I offer my congratulations and hope and trust that their stay in this House will be happy for themselves and of benefit to the people of Western Australia. To Mr. Wise I naturally offer my congratulations on his election to the office of Leader of the Opposition in this Chamber. I quite agree with him that he has certainly created a few records in the history of the Parliament of Western Australia, and also in the work he has performed as Administrator of the Northern Territory. We appreciate greatly the work he has done for the benefit of the people of this State in particular.

I now wish to point out that Mrs. Hutchison took me to task during the speech she made on the Address-in-Reply and said that my statements were an abrogation of the truth. Perhaps if I give a resume of what took place I can then leave it to members to judge the position for themselves. If they look at *Hansard*, they will see that what I promised the honourable member was this: an investigation in readiness for the introduction of another Bill and a study of the whole position in an endeavour to work out a solution. That is what I said; I merely promised an investigation. I now go back to the 9th March, 1961, when I forwarded the following letter to the honourable member:—

Dear Mrs. Hutchison,

During the passage of the Married Women's (Summary Relief) Act in the Legislative Council last Session, you raised certain matters re the enforcement of maintenance orders, to which I promised to give some consideration.

In order to make these investigations in the proper manner and refer to the departments concerned for advice, it would be appreciated if you would let me have your submissions in writing.

I understood the honourable member was overseas. She wrote to me and told me she had difficulty in putting forward the proposals on paper at that stage, and asked me to give her time to consider them when she returned. I wrote to her in the following terms on the 6th April:—

I have received your letter of the 28th ult. concerning the Married Women's Summary Relief Act.

I understand your difficulty in dealing with this matter at the present time, and am quite willing to allow you enough time to comply with my request on your return to Western Australia.

On her return to Western Australia a letter was sent by the Director of Child Welfare to her in the following terms:—

Dear Mrs. Hutchison,

Re Maintenance Orders.

You would doubtless recall certain proposals which you made, before your trip abroad, for this department to play a larger part in assisting women dependent on maintenance orders.

I wonder whether you would care to visit this office and discuss those proposals with the Clerk-in-Charge of the Maintenance and Relief Section of the department (Mr. Clohessy) and myself.

If you would let me know a date and time suitable to yourself I would be very grateful for an opportunity to talk over these ideas.

An interview was arranged for 3.30 p.m. on the 22nd September, 1961. Notes of the discussion were taken when Mr. McCall and Mr. Clohessy considered the suggestions. They discussed them with Mr. Taylor of the Married Persons' Relief Court, and also with the Crown Law Department. Those officers advised me it would not be possible to put the suggestions made by Mrs. Hutchison into effect.

I want to point out that this matter was taken up at a conference of Attorney-Generals of all the States when an endeavour was made to bring about uniformity throughout Australia. It was taken up by Mr. Taylor, the stipendiary magistrate of the Married Persons' Relief Court, and he reported to the Under Secretary for Law as follows:—

When the above Act was being debated in Parliament the Attorney-General undertook to investigate a proposal that a court, when making an order for payment of maintenance under section 10 of the Act, should be obliged to order that such moneys were to be paid to the Child Welfare Department whose officers would then automatically enforce the order without reference to the wife or persons in whose favour the order was made.

At a conference of all States held recently in Brisbane to discuss uniform maintenance legislation I took

the opportunity of raising this matter and the ensuing discussion showed that no State in Australia has any similar legislation nor would any of them contemplate introducing it. Under no circumstances would they consider introducing legislation which would have the effect of depriving a person in whose favour an order was made of the right to enforce that order when and as often as they saw fit.

If the action which I took did not amount to an investigation, I do not know what would. The honourable member was given every opportunity to advance her views. She had an interview with the Director of Child Welfare, and the matter was discussed with the Crown Law Department and the stipendiary magistrate I referred to. Furthermore, it was taken up at a conference of Attorneys-General, but not one of these parties could work out the answer to the problems of the honourable member. I have done everything I possibly can to make the investigation which I promised her.

Let us look at the situation. The honourable member is always vigorously espousing in this House the equality of women and the rights of women; yet, in this instance she wants to take away one of their rights and give it to some other party—a departmental officer. That is what her proposal amounts to.

The Hon. R. F. Hutchison: It does not.

The Hon. L. A. LOGAN: The honourable member wants to take away one of the rights of women—the right to decide, if the husband does not pay maintenance, whether to sign the order of commitment. What a state of affairs would exist if that right was taken away from women and given to a departmental officer! That would amount to a denial of the rights of women.

In regard to the non-payment of maintenance, many committal orders are signed in Western Australia, but most of them are not taken any further because the maintenance is paid. In the majority of cases the maintenance is paid without further reference to courts of law. In some cases where maintenance is not paid, the women concerned do not approach the department, because they prefer to settle their own affairs. All they have to do, if maintenance is not paid, is to sign a statement that the maintenance has not been received. If the maintenance is not paid subsequently, they have to sign orders of commitment.

This does not involve any more than having a policeman take the summons to the person failing to pay maintenance. It could mean chasing the person all over the State, or all over the Eastern States, through the provisions of the Interstate Maintenance Recovery Act. If the person

pays the maintenance, that is the end of the matter. The order of commitment is not an order to place the person concerned in gaol. It is merely an order directing him to pay.

I am aware of the considerable number of cases in which write-offs have been made by the Child Welfare Department. Many of those cases involve chasing the husbands all over this State and the Eastern States. I have signed write-offs involving from a few pounds to thousands of pounds; they represented the amount which the department had advanced to the wives and children to enable them to live.

Once an order of commitment has been signed, the policeman takes over and does all the chasing around. The wife does not have to; she only has to sign the order.

The Hon. R. F. Hutchison: She should not have to.

The Hon. L. A. LOGAN: I have pointed out what the honourable member said.

The Hon. R. F. Hutchison: It is not what I said.

The Hon. L. A. LOGAN: Would the honourable member like me to read out what she said?

The Hon. R. F. Hutchison: Yes.

The Hon. L. A. LOGAN: The honourable member is recorded in *Hansard* as having said—

However, if a husband knew he had to deal with the law, and it can easily reach out its long arm to find him no matter where he is, the position would be entirely different and he would meet his commitments, whereas, at the present time, a wife is put to the expense and trouble of ascertaining his whereabouts before she can take action against him.

Who would the husband have to deal with, if it is not the policeman serving the summons? The honourable member complained that the wife had to chase all over the State to find the husband, but I want to point out that all she has to do when maintenance is not paid is to sign the order, and the clerk of courts does the rest.

Let us examine the position of the woman who is not receiving maintenance, and who needs help and advice from the department. As soon as it has been ascertained that a married woman is in need of assistance, she is granted payment under the Welfare and Assistance Act; then the department takes the matter over and does all the chasing around. There is no further worry to the woman. So, most of the problems which Mrs. Hutchison raised about married women having to chase all over the State, have been solved by the provisions of the Welfare and Assistance Act, because the department takes over after it has given assistance.

Wives who are not receiving maintenance, and prefer not to approach the department, are not our concern. This House would be the last to take away the right of wives to determine whether or not their husbands should be gaoled for non-payment of maintenance. What happens from the departmental point of view is this: If maintenance is not paid, and the department is assisting the women and children concerned, the husbands are taken before the court, and the court has to decide whether or not they should be sent to gaol. With the alteration to the Married Persons (Summary Relief) Act, the husband has the right to apply to the court for variation of an order; but if he does not pay, it is the court which puts him in gaol. There is nothing wrong in the present system.

The Hon. R. F. Hutchison: It is all wrong.

The Hon. L. A. LOGAN: The honourable member knows nothing about this matter; or, to put it another way, she knows more about it than anybody else in Australia!

The Hon. R. F. Hutchison: I do.

The Hon. L. A. LOGAN: That is just about the attitude she always takes. How far would one get in trying to argue the point with her! I thought the House should know that the abrogation of truth is not on my part. I have carried out the investigation which I promised.

The Hon. R. F. Hutchison: You have done nothing about it.

The Hon. L. A. LOGAN: There are one or two other items which have been mentioned in this debate. Mr. Ron Thompson raised one in regard to town planning and isolated subdivisions. In the course of his remarks, he complained that people in some districts could not be provided with amenities and public utilities, such as a transport service. What he wants—approval of isolated subdivisions—has brought about this very problem.

Going back to the time before town planning was introduced he would find that many isolated subdivisions had been approved; yet today some of these subdivisions have not been put into effect, and the blocks are still vacant. Where isolated subdivisions of, say, half a dozen houses exist, problems are created, because the people living in them cannot be served by public utilities. If people do not desire to live in the city, but choose to live in isolated subdivisions, surely they should not expect the rest of the community to provide them with the same facilities as are available to those living in the closer settled districts!

The Hon. G. Bennetts: How would the State get on if some people did not choose to live in the back country, and everyone chose to live in the city?

The Hon. L. A. LOGAN: The people can move out as the public utilities are extended. If people want to live in isolated subdivisions, there is nothing to prevent them; but they should not expect all the public utilities that are provided in the city. That is the trouble with isolated development.

The Hon. A. R. Jones: Mr. Bennetts and you are talking at cross purposes.

The Hon. L. A. LOGAN: We may be. I bring these remarks to the attention of Mr. Ron Thompson because he complained that isolated subdivisions were not being provided with public utilities.

The Hon. G. C. MacKinnon: You are not talking about the back blocks way out in the country, mentioned by Mr. Bennetts.

The Hon. L. A. LOGAN: No; I am referring to isolated subdivisions such as those in the Cockburn area.

The Hon. G. C. MacKinnon: That is not out in the country.

The Hon. L. A. LOGAN: No. They sounded that way, from the way Mr. Ron Thompson spoke. Many of the old subdivisions cut up the land into quarter acre blocks, with probably half a dozen houses on each subdivision. The town planning authority is not averse to approving pocket development in rural areas, but there must be more than 20 or 30 houses built in those pockets to make it worth while for the Government to provide public utilities.

Another point was raised by Mr. Ron Thompson, regarding the lease of sites at Point Peron. He can be assured that in the hand-over from the Commonwealth to the State of land in that area, organisations which have obtained leases from the National Fitness Council will be able to carry on under the same conditions. But if the honourable member was referring to squatters who have been there for so long, I would not give him the same guarantee.

I now turn to the point raised by Mr. Loton on which there is much controversy and difference of opinion—the retention of the Old Barracks and the archway. Might I ask the honourable member which would he prefer: To look from the Terrace, through a hole in the wall, at Parliament House; or would he prefer to look up St. George's Terrace and see a beautiful vista of the completed Parliament House? Or would he, in reverse, like to look down through a hole in the wall at a different view of St. George's Terrace? Might I suggest what the honourable member might do with the archway? Pull it down, and erect it as a monument, with a plaque on it with these words "This is a monument to the pool in the park."

The Hon. F. J. S. Wise: Where would you put it?

The Hon. L. A. LOGAN: We know about the "Hands off the park" people. Put it in the area in King's Park in respect of which there was a controversy about the proposed establishment of a swimming pool. I think it would be a fitting monument or epitaph to the proposition for a pool in the park. The Historical Society—

The Hon. A. L. Loton: You are getting hysterical now.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. L. A. LOGAN: —wishes to preserve some of our old buildings; yet recently one building in Perth was demolished; a building which, in my opinion, was probably the best, from an architectural point of view, in the city. I refer to the old T. & G. building. Not one word did we hear about the demolition of that building.

The Hon. F. J. S. Wise: The old building was a handsome one compared with the present building.

The Hon. L. A. LOGAN: The old building had some good architectural features about it. The new one certainly has nothing on the old one. No voices were raised against the demolition of the old T. & G. building, which had much better features than the old Barracks.

The Hon. A. L. Loton: That is in your opinion.

The Hon. L. A. LOGAN: People have different opinions, and I am giving the House my opinions. I realise it is a controversial subject.

Mr. Davies mentioned the 2½-acre subdivision in the Cockburn area. I think Mr. Davies knows that I set up a committee consisting of Dr. Schafer from the Bureau of Economics at the University, Mr. Jim Craig, and Mr. Collins of the Town Planning Department. The committee recommended that a 2½-acre subdivision in the Cockburn area be approved. That was over two years ago. In that time I have not had one application for a 2½-acre subdivision in that area. I have had some from outside the area, but none from inside it. I have approved two applications outside the area because they were hardship cases.

The Hon. E. M. Davies: Would the Minister tell me what area of that 2½ acres would be approved?

The Hon. L. A. LOGAN: I will let the honourable member have a look at the map afterwards. Originally, when the Town Planning Department determined on a minimum of five acres, the Department of Agriculture recommended that there should be research undertaken into all these areas. The department recommended five acres for some areas and ten acres for others. I had a look at the Osborne

Park and the Cockburn areas. No recommendation was made for the Osborne Park area, but one was made for the Cockburn area.

I would have liked the honourable member to be more specific when he was speaking about churches in Queen's Park and Gosnells. My only recollection is of an application from the Methodist Church to build on a piece of land on the right-hand side of the road which runs off the highway to Fremantle. A road runs in either direction, with a triangular piece of land in the middle and another piece on the other side. I approved this application, but unfortunately the Lands Department required the piece of land for recreation purposes, and the department would not let it go. The only other application was by a church for re-zoning, I think, two halls. This particular application was refused because the re-zoning it wanted did not conform with town planning requirements.

The Hon. E. M. Davies: I thank the Minister, and I will let him have more detailed information.

The Hon. L. A. LOGAN: If the honourable member will let me have specific details, I will provide him with an answer. Mr. Baxter raised the issue of valuations. I supplied him with an answer from the Taxation Department.

The Hon. N. E. Baxter: I remember.

The Hon. L. A. LOGAN: I think he will find, in the reply from the Taxation Department, that High Court judges state that there has been a principle laid down for valuations since 1902; and despite the fact that many other schemes have been suggested, they have never been able to find a better one. That is not an idle statement, coming as it does from judges of the High Court.

The Hon. N. E. Baxter: It does not say that it is not possible, though.

The Hon. L. A. LOGAN: I would ask the honourable member to look at the issue from this angle: he suggested, in effect, that there were only three classifications of land in Western Australia. He also said that within those three classifications all land is of the same value. He said that each farm within each of those classifications had the same value per acre for rating purposes. He said, in effect, that every 1,000 acres of land which comes within No. 1 classification—

The Hon. N. E. Baxter: First and second-class country.

The Hon. L. A. LOGAN: He said that every 1,000 acres of first-class country within 10 miles of a port has the same value as 1,000 acres of first-class country situated 300 miles from any port. He said that 1,000 acres having a 12-inch rainfall is of the same value as 1,000 acres having 20 to 25 inches of rainfall; and we could go on *ad infinitum*.

The Hon. N. E. Baxter: I think you have the wrong perspective there.

The Hon. L. A. LOGAN: I do not think so. The honourable member classifies them into three classifications, and he wants the rate per acre for each classification.

The Hon. F. J. S. Wise: But neither classifying nor valuing is an exact science, is it?

The Hon. L. A. LOGAN: No. I read a report on the area of light land west of Midland. In the report, investigations showed that there were eight classifications in that area—eight different classifications of land in 70,000 acres, with a predominance of one classification. Perhaps I should put it the other way: the predominance of the same classification in one area, which has already been taken up and is under cultivation, was much greater than the land having the same classification in the other area, which made the difference between the two areas. One was an economic possibility, and the other was not.

The Hon. F. J. S. Wise: That is a feature of land in Western Australia.

The Hon. L. A. LOGAN: Of course it is. It varies yard by yard. In one area we have a predominance of one classification, which makes it an economic proposition, and in another area the classification is such that it becomes an uneconomic proposition. To bring the valuation down to a per acre basis would create anomalies.

The Hon. N. E. Baxter: If it is not economic, then it is not arable land.

The Hon. L. A. LOGAN: I would not say it is not arable land, but it would not be an economic proposition. Each shire is autonomous. They have not the same development, nor do they have the same amount of road work to carry out. They work out their estimated costs annually, and their rates are determined according to the valuation of an area. If the valuation is not high, then the rates will be higher; and if the valuation is high, then the rates will be lower. Unless we have an army of valuers in all the shires at the one time, we will have discrepancies in valuations. In some cases the valuations are five years apart. Some shires find they have sufficient revenue, and they do not worry about valuations. There is a difference of five years between the two areas mentioned by Mr. Baxter. The requirements of one shire may be greater than another, and the rating will be different. We will have these discrepancies and variations wherever we go.

The Hon. N. E. Baxter: My suggestion was an alternative, not a replacement of the present system.

The Hon. L. A. LOGAN: I propose to give the House some idea of the number of appeals lodged. Under the Local Government Act we set up an appeal court

in the metropolitan area, consisting of three men. In the country an appeal court was set up consisting of a magistrate. This system has been in operation for 12 months. During the year ended the 30th June, 1962, there were 317 appeals lodged, of which 133 were upheld, 136 dismissed, 46 withdrawn, and 2 not decided. In view of the number of properties in Western Australia, it seems to me that not many people have objected to the present system. Out of 317, only 133 were upheld.

The Hon. N. E. Baxter: That is a pretty big percentage upheld—almost half.

The Hon. L. A. LOGAN: There were more dismissed than there were upheld, and 46 were withdrawn. About 50 were in favour of the department. This is the first year that the system has operated. When we realise that the Taxation Department officer has to prove to the courts his reasons for a given valuation, then we will appreciate that in future these valuers will be very careful of the way in which they handle valuations.

Prior to the present system, any appeal was to the shire council. Now the appeal is to an appeal court consisting of a magistrate. It is an entirely new system. Under the old system the taxation department valuator was not called upon to prove his case. If we give the present system more time to operate, we will find that it will work out all right. I have pleasure in supporting the motion for the Address-in-Reply.

Debate adjourned, on motion by The Hon. E. H. C. Stubbs.

House adjourned at 8.45 p.m.

Legislative Assembly

Tuesday, the 14th August, 1962

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