

a copy has also been received by a Federal member for him to raise the matter in the Federal House.

These hospitals have to meet certain requirements before qualifying for a subsidy from the Commonwealth Government. I believe we are entitled to make representations on behalf of electors, particularly when they have been wronged; but if we are satisfied that proper action has been taken, that is where the matter rests.

I do not believe any member of Parliament is entitled to benefit himself or his family through his position. This is an instance where an ombudsman would be able to do something and have the matter investigated, because it would rest solely with a Government department.

I will finish on that note because on looking at the notice paper I see that we will hear something more about ombudsmen later in the session. That is another avenue where the Government could well be doing some good.

Mr. Speaker, I can now welcome you personally, as I did in your absence, and say that I have been pleased with the co-operation and interest you have shown during the Address-in-Reply debate. I look forward to continued co-operation during the rest of the session.

Debate adjourned, on motion by Dr. Henn.

*House adjourned at 10.16 p.m.*

## Legislative Assembly

Thursday, the 22nd August, 1968

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

### QUESTIONS (30): ON NOTICE

#### HOSPITAL

##### *Provision at Bull Creek*

1. Mr. BATEMAN asked the Minister representing the Minister for Health:
  - (1) Is it still the intention to build a hospital in the Bull Creek area?
  - (2) If "Yes," could he advise the approximate time of commencement?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) The selection of the exact site has as yet to be determined, it being expected that building should commence towards the end of the financial year 1969-70, dependent, however, on the availability of the necessary loan funds.

#### DENTAL CLINIC

##### *Provision in Canning Electorate*

2. Mr. BATEMAN asked the Minister representing the Minister for Health:
    - (1) Has a survey been made to ascertain the need for a dental clinic in the Cannington or Gosnells area?
    - (2) If so, what were the findings?
    - (3) Does the Government hold land in this area for a dental clinic?
- Mr. ROSS HUTCHINSON replied:
- (1) and (2) No.
  - (3) No.

#### STANDARD GAUGE RAILWAY

##### *Crews, Operations, and Maintenance*

3. Mr. T. D. EVANS asked the Minister for Railways:
  - (1) Over what portion of the Perth-Sydney standard gauge operation will W.A. train crew and internal staff operate?
  - (2) When is the first standard gauge goods train to operate through Kalgoorlie?
  - (3) What additional facilities and innovations will be implemented at Kalgoorlie as part of the standard gauge operation?
  - (4) After standard gauge operations commence, where will repairs and maintenance of narrow gauge rolling stock isolated in the Kalgoorlie area be effected?

Mr. O'CONNOR replied:

- (1) The matter of train crew and internal staff working on standard gauge interstate passenger services is currently under negotiation with the Commonwealth Railways and the sections to be serviced by respective systems have not yet been determined.
- (2) It is anticipated that the first interstate freight on standard gauge will move from Kalgoorlie in November, 1968.
- (3) A low-level passenger platform will be provided at Kalgoorlie and a yard containing freight facilities will be constructed approximately three miles west of the town.
- (4) All maintenance and repair work on narrow gauge rolling stock with the exception of major overhauls will continue to be carried out at Kalgoorlie.

#### PRINCESS MAY SCHOOL

##### *Future Use*

4. Mr. FLETCHER asked the Minister representing the Minister for Justice:
 

Relevant to Crown Law use of Princess May State School on

vacation of same by the Education Department—

- (1) Is he aware that magistrates, clerks of courts and other members of the Fremantle courthouse believe the building mentioned has potential as a courthouse subject to minor modification?
- (2) Since the building is public property, will he give reasons why these premises should not be occupied in the manner suggested rather than pay rent to a private landlord for temporary accommodation as indicated in his reply of the 30th July, 1968?

Mr. COURT replied:

- (1) No.
- (2) Feasibility studies of the use of the existing Princess May State School as a courthouse do not support the proposition due to the major alterations which would be required.

## PORT OF DAMPIER

### *Regulations*

5. Mr. TONKIN asked the Minister representing the Minister for Justice:

- (1) On what date was a copy of what were purported to be amended regulations for the Port of Dampier which were issued to supersede all prior regulations issued and in existence on or before the 30th June, 1966, received at the Crown Law Department?
- (2) From what source were the amended regulations received?
- (3) Did the Crown Law Department question the legality of the amended regulations?
- (4) Prior to the issue on the 28th June, 1966, of amended regulations for the Port of Dampier, by Hamersley Iron Pty. Ltd., did any discussion on the proposed amended regulations take place between the Crown Law Department and the Minister for the North-West or between the department and Hamersley Iron Pty. Ltd.?

Mr. COURT replied:

- (1) and (2). No copy of any "amended regulations" (if any) was received at the Crown Law Department. By minute dated the 21st November, 1966, addressed to the Chief Parliamentary Draftsman by the Director, Department of Industrial Development, the latter stated that the company had

"advised that it was not its intention to proceed with the regulations but to submit formal by-laws as required under clause 10 (3) of the Iron Ore (Hamersley Range) Agreement. The proposed by-laws have now come to hand and it would be appreciated if you would examine these and let me have your comments as soon as possible."

- (3) Not the "amended regulations," but the legality of the proposed by-laws was questioned.
- (4) No, so far as is known.

### *Control by Company*

6. Mr. TONKIN asked the Minister for Works:

On what date did the Government decide that Hamersley Iron Pty. Ltd. should have control only over the leased areas as recommended by the Harbour and Light Department in May and December, 1966, and as shown on the plan given to the member for Pilbara?

Mr. ROSS HUTCHINSON replied:

Hamersley Iron Pty. Ltd. had control in accordance with leases—and within the terms of clause 10 (2) (f) of the ratified agreement—effective from the 1st January, 1965, over the leased areas shown on the plan given to the member for Pilbara.

## MAINLINE PASSENGER TRAINS

### *Liquor Refreshment Service*

7. Mr. HALL asked the Minister for Railways:

When is it intended to introduce a liquor refreshment service on mainline passenger trains?

Mr. O'CONNOR replied:

The matter is at present under consideration and it is hoped that an early decision will be made in respect to mainline country passenger services.

## NATIVE WELFARE OFFICE

### *Establishment at Albany*

8. Mr. HALL asked the Minister for Native Welfare:

- (1) When is it intended to establish a native welfare office at Albany?
- (2) How many officers will be appointed thereat and what will be the designation of the office of each?
- (3) Have premises been acquired at Albany for the said purpose?
- (4) What accommodation will be available for the officers so appointed?

Mr. LEWIS replied:

- (1) Early in 1969.
- (2) Three: district officer; welfare officer; junior clerical assistant.
- (3) No, but appropriate action is being taken.
- (4) Application has been made to the Government Employees' Housing Authority, but initially, officers will be required to make their own arrangements.

#### PORT OF KING BAY

##### *Regulations*

9. Mr. TONKIN asked the Minister for Industrial Development:

Did he become aware on or before the 24th October, 1965, that Hamersley Iron Pty. Ltd. proposed to issue what it purported to be "Regulations for the Port of King Bay"?

Mr. COURT replied:

I could not be specific as to the exact date on which I became aware of the company's intentions. Suffice to say it was my understanding from my close contact with the project that, pending issue of approved by-laws, the company would take sensible practical steps to define port procedures.

This the company did.

The ratified agreement envisaged such a situation.

#### TRAFFIC LIGHTS

##### *Installation at Albany Highway-Shepperton Road-Welshpool Road Junction*

10. Mr. DAVIES asked the Minister for Works:

- (1) When is it anticipated the installation of traffic lights and associated road works at the junction of Albany Highway-Shepperton Road-Welshpool Road will be provided?
- (2) How long will the work take?

Mr. ROSS HUTCHINSON replied:

- (1) Work is in hand by public utility service authorities as a preliminary to the installation of traffic lights at this intersection.

It is estimated that the work to be carried out by the Main Roads Department will take about 15 weeks, and this will be put in hand immediately the various services have been adjusted.

- (2) Answered by (1).

11. *This question was postponed.*

#### PORT OF DAMPIER

##### *Regulations*

12. Mr. TONKIN asked the Minister for the North-West:

Will he explain why he permitted Hamersley Iron Pty. Ltd. to issue on the 28th June, 1966, what were purported to be amended "Regulations for the Port of Dampier" despite the advice of the Crown Law Department that the "regulations" should be in the form of by-laws?

Mr. COURT replied:

No permission was given or needed. The "Regulations" issued by Hamersley Iron Pty. Ltd. on the 28th June, 1966, do not require Government permission to be issued, as they are a contract between the company and another user of the port facilities only when accepted by that user.

#### HAMERSLEY IRON PTY. LTD.

##### *Control over Flying Foam Passage*

13. Mr. TONKIN asked the Minister for Works:

- (1) Has Hamersley Iron Pty. Ltd. at any time been authorised to exercise control over Flying Foam Passage to the east of Gidley and Angel Islands?
- (2) If "Yes," is it still exercising control over this area?

Mr. ROSS HUTCHINSON replied:

- (1) Not by the Government.
- (2) So far as known, only pursuant to contracts made by the company.

#### PORT OF DAMPIER

##### *Regulations*

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

- (1) Was it of no concern to the Crown Law Department that regulations in an amended form were issued on the 28th June, 1966, by Hamersley Iron Pty. Ltd. contrary to the advice which had been given that regulations should take the form of by-laws?
- (2) If the Crown Law Department was concerned, what action did it take to obtain compliance with its advice?

Mr. COURT replied:

- (1) As explained in answer to question 5, the Crown Law Department was unaware of any issue of "amended regulations" on the 28th June, 1966. On the 11th November, 1966, the company submitted to the Department of Industrial Development draft of proposed by-laws.

- (2) The Crown Law Department gave advice to the Department of Industrial Development from time to time during 1967, but could not take action "to obtain compliance with its advice" as the company was entitled to rely on its other rights under clause 10 (2) (f) of the agreement.

### SKIN DIVING

#### *Controlling Legislation*

15. Mr. BATEMAN asked the Premier: Is it intended to introduce amending legislation during the current session to control the activities of underwater sporting divers?

Mr. NALDER (for Mr. Brand) replied:

The honourable member's intention in asking this question is not clear but there is no amendment intended to the Spear-Guns Control Act.

### JUSTICES ACT

#### *Complaints and Summons Applications*

16. Mr. T. D. EVANS asked the Minister representing the Minister for Justice:

- (1) Is an application by way of complaint and summons pursuant to the Justices Act sufficient to ground an application under section 17 of the Married Women's Property Act for determination by a magistrate?

- (2) If not, by what procedure is such an application made?

Mr. COURT replied:

- (1) and (2) The question asked seeks an expression of opinion on a question of law and is therefore an example of an inadmissible question, as stated in Erskine May, 17th Edition, at p. 353.

### POWER STATION AT KWINANA

#### *Electricity: Cost of Production*

17. Mr. JONES asked the Minister for Electricity:

On Wednesday, the 31st July, 1968, you advised that it was too early to make a useful estimate of the anticipated cost per unit of power that will be produced at the new Kwinana power station. Was not the question of economics and the relevant production costs of electrical power considered when the State Electricity Commission decided to use oil in preference to coal as a fuel?

Mr. NALDER replied:

Yes.

### RAILWAY EMPLOYEES

#### *Number at Collie*

18. Mr. JONES asked the Minister for Railways:

- (1) What is the present level of railway employees at Collie?  
(2) What were the employment levels as at the 30th June, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968?  
(3) Does the department anticipate any further decline in employment?  
(4) If "Yes," when, and what number?

Mr. O'CONNOR replied:

- (1) As at the 22nd August, 1968—215.  
(2) 1959—271.  
1960—275.  
1961—255.  
1962—276.  
1963—280.  
1964—271.  
1965—252.  
1966—251.  
1967—244.  
1968—218  
(3) Yes.  
(4) Under the cyclic maintenance policy of track maintenance being instituted it is planned to abolish a gang of nine permanent way men in 1971-72.

Dieselisation of the Collie depot in due course will involve reduction in motive power and traffic staff.

### STEAM DEPOT AT MIDLAND

#### *Rebuilding*

19. Mr. JONES asked the Minister for Railways:

- (1) Has the steam depot at Midland been rebuilt?  
(2) If "Yes," what did the rebuilding programme involve, and what was the cost?

Mr. O'CONNOR replied:

- (1) and (2) No. The old steam locomotive depot at West Midland had to be demolished to allow construction of the standard gauge line into the workshops and the construction of the standard gauge mainline into Kewdale to allow clearing of a site for the East Perth passenger terminal to proceed. A lesser temporary steam locomotive depot is being built adjacent to the site of the old West Midland depot.

20. *This question was postponed.*

### PAYNES FIND SCHOOL

#### *Attendances, and Maintenance Costs*

21. Mr. JAMIESON asked the Minister for Education:

- (1) How many children are now attending Paynes Find school?

- (2) Are all of these children from one family?
- (3) What was the cost of maintaining this school in each of the last three financial years?
- (4) Is it the intention of the department to keep this school open indefinitely?

Mr. LEWIS replied:

- (1) Seven.
- (2) This information is not recorded in the Education Department.
- (3) Statistics of cost of individual schools are not compiled.
- (4) No.

### CAUSEWAY

#### *Cost of Laminated Surface*

22. Mr. JAMIESON asked the Minister for Works:

- (1) What was the cost of the laminated surfacing of the Causeway during 1967?
- (2) What has been the cause of the considerable repatching of this stretch of highway?
- (3) Who meets the cost of this constant repairing being carried out?
- (4) If departmental cost, how much more than the original contract price has been paid for this service?

Mr. ROSS HUTCHINSON replied:

- (1) Approximately \$10,300.
- (2) The original expansion joints in the Causeway bridges were not waterproofed and some deterioration of concrete and steel work beneath had occurred.

Suitable and economical methods of waterproofing the joints were investigated over a period of several years with little success. The method finally chosen was reasonably economical and consisted of the placement of steel reinforcing mats in layers of bituminous concrete. It was based on experience in England in similar cases.

Unfortunately, for some reason not fully understood, complete bonding of successive layers of bitumen did not occur at all joints and subsequent water entry has caused failure in these cases.

- (3) The Main Roads Department meets the cost.
- (4) The making of the joints was not the subject of a contract. They were made by Main Roads Department work forces at the time of the bituminous surfacing. The added cost for repairs has been approximately \$5,800.

### BARRACKS ARCHWAY

#### *Tenders for Demolition*

23. Mr. JAMIESON asked the Minister for Works:

When tenders were called for the demolition of the Barracks (old P.W.D. buildings and associated buildings) were tenderers not required to tender on a basis of the arch being left standing and alternatively all buildings being demolished?

Mr. ROSS HUTCHINSON replied:

Yes. Tenderers were not required to tender on the basis of the arch being left standing and alternatively all buildings being demolished.

Mr. Speaker, I should like to suggest to the honourable member that he should get in touch with me or one of my officers if he is uncertain of my answer in this matter. If he does that, we will try to discover what he is really after. Naturally I do not want to be accused of being untruthful in any way.

Mr. Tonkin: Can I do the same with regard to your answers on the Port of King Bay?

The SPEAKER: Order!

Mr. ROSS HUTCHINSON: I ask the Leader of the Opposition to control himself.

### PROBATE DUTIES

#### *Collections*

24. Mr. I. W. MANNING asked the Treasurer:

- (1) What sum of money has been collected under the heading of probate duties since the scale was amended in 1966?
- (2) What was the sum collected for a comparable period immediately prior to the amendment becoming operative?

Mr. NALDER (for Mr. Brand) replied:

- (1) \$7,719,957.
- (2) \$6,202,212.

### BARRACKS ARCHWAY

#### *Occupancy of Site*

25. Mr. FLETCHER asked the Minister for Lands:

For what period of years has the Barracks Arch occupied the present site?

Mr. BOVELL replied:

The information asked for is not recorded in the Lands Department but inquiries to the Battye

Library made to assist the honourable member show construction of the barracks, which would include the arch, was commenced in 1863 and completed in 1866.

### MITCHELL FREEWAY

#### Use by Public

26. Mr. DAVIES asked the Minister for Works:

In view of the announced delay in bringing the Mitchell Freeway into full public use, can he advise whether it will be possible to bring part of the freeway or associated roads into use before the complex is completed and, if so, which roads will be used and when will they be opened?

Mr. ROSS HUTCHINSON replied:

It is feasible to open a part of the completed section of the freeway before the complex is completed. The department is currently preparing draft plans and estimates to enable this feasibility to be fully evaluated.

These draft plans envisage—

(a) South-north travel between the Narrows Bridge, the freeway, and the exit ramp to Hay Street.

(b) North-south travel between Elder Street and the Murray Street on-ramp, the freeway, and the Narrows Bridge.

Assuming the drafts are adopted, this operation could be effected in the first quarter of 1969.

- (2) Of the persons convicted under sections 149 and 149A(2) of the Licensing Act during the five years ended the 30th June, 1968—
  - (a) how many were males in each case;
  - (b) how many were females in each case; and
  - (c) what were the age groups of the said males and females respectively?

Mr. COURT replied:

- (1) The information is only available for the census years 1961 and 1966. The numbers are 31,291 and 43,049, respectively.
- (2) (a) to (c) Complete information requested is not readily available. However, the following may be sufficient for the purpose required:—

#### SECTION 149

Year Ended	State Total	Age	Convictions in Perth Courts		
			No.	Male	Female
30/6/64	469	Under 18 years ...	54	49	5
		Over 18 years ...	213	205	8
30/6/65	433	Under 18 years ...	31	29	2
		Over 18 years ...	142	132	10
30/6/66	553	Under 18 years ...	16	15	1
		Over 18 years ...	147	141	6
30/6/67	1,093	Under 18 years ...	81	70	2
		Over 18 years ...	500	460	40
30/6/68	939	Under 18 years ...	25	20	5
		Over 18 years ...	480	412	18

#### SECTION 149A (2)

Year Ended	State Total	Age	Convictions in Perth Courts		
			No.	Male	Female
30/6/66	17	Under 18 years ...	1	1	...
		Over 18 years ...	12	11	...
30/6/67	13	Under 18 years ...	2	1	1
		Over 18 years ...	8	8	...
30/6/68	10	Under 18 years ...	...	...	...
		Over 18 years ...	4	3	1

### HOUSING AT KAMBALDA

#### Construction

27. Mr. H. D. EVANS asked the Minister for Industrial Development:

Will he undertake to ascertain the precise number of houses being constructed outside Western Australia for erection at Kambalda and inform the House at the earliest convenience?

Mr. COURT replied:

Yes.

### LICENSING ACT

#### Convictions

28. Mr. BERTRAM asked the Minister representing the Minister for Justice:

- (1) What was the maximum number of 18-19 and 20 year old persons respectively residing in this State during each of the five years ended the 30th June, 1968?

### PERTH RAILWAY STATION

#### Lowering: Accreditation of Firms

29. Mr. JAMIESON asked the Premier:

- (1) What was the date set by the Government for the accreditation of interested firms for the lowering of the railway through the city?
- (2) Who were these firms?
- (3) How long after the closing date did the Western Australia Development Corporation seek accreditation?

Mr. NALDER (for Mr. Brand) replied:

- (1) Firms interested in accreditation were requested to submit information by the 31st December, 1966.
- (2) Land-lease Ltd.; Taylor-Woodrow Ltd.; Western Australia Development Corporation; Morrison-Knudson Inc.; Citra Ltd.; J. Clough Ltd.; Balfour Beatty Ltd.; Hammesons Ltd.; Bennett, Allen and Allen Consortium; M. W. Sundt Inc.; Dippell Ltd.

- (3) The Western Australia Development Corporation submitted information by the 23rd December, 1966.

# ASHBURTON SHIRE COUNCIL

## Electricity Charges

30. Mr. BICKERTON asked the Minister for Works:

Will he itemise the costs mentioned under the headings "Fares, accommodation, travelling allowance and mileage", "materials" and "other" as shown in his answer to my question on charges made by the Public Works Department against the account of the Ashburton Shire Council for the operations of the Onslow electricity concern?

Mr. ROSS HUTCHINSON replied:

Yes. Statements of costs are tabled.

*The papers were tabled.*

## QUESTIONS (2): WITHOUT NOTICE WATER SCHEMES

### Extension: Commonwealth Aid

1. Mr. GAYFER asked the Minister for Water Supplies:

(1) What portion of the announced \$50,000,000 of Federal aid moneys to be granted to the individual States for the extension of water schemes within the States did Western Australia actually receive?

(2) Does the recent submission of the Western Australian Government to the Commonwealth Government for Federal aid towards a further extension within the comprehensive water supply scheme lie within the compass of that \$50,000,000, or is this State hoping to receive separate and special consideration for its submission?

Mr. ROSS HUTCHINSON replied:

(1) No. The State has not received, as yet, any portion of the \$50,000,000 which it was advised was to be allocated to the States for water projects over a five-year period.

(2) I find it difficult to answer this question. I am not sure in what way the Commonwealth would grant Western Australia additional moneys. It seems it would be impossible for the Commonwealth to allocate any of the \$50,000,000 to Western Australia at this point of time, because, as I understand the position, the Commonwealth Government has already made either allocations or promises which, at present, extend over this sum of \$50,000,000.

The recent submissions called for by the Commonwealth Government have been placed before it by this Government and we hope to receive a favourable reply. From what source this money will come, I do not know.

## PAYNES FIND SCHOOL

### Attendances, and Maintenance Costs

2. Mr. JAMIESON asked the Minister for Education:

(1) Arising out of the answer he gave to question 21 on the notice paper, can he tell me why there is a discrepancy between the actual number of five students attending that school this year—and they have constantly attended—and the number of seven students indicated by him?

(2) When did the department change its system so that it is not now able to supply statistics of the costs of each individual school when on each previous occasion the Minister has been able to supply me with this information?

Mr. LEWIS replied:

(1) and (2) In order that I may be enabled to get a factual answer, I suggest that the honourable member place his question on the notice paper.

## GERALDTON PORT AUTHORITY BILL

### Second Reading

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [2.36 p.m.]: I move—

That the Bill be now read a second time.

In order to properly explain the reasons for bringing down this piece of legislation I think I should acquaint the House with the history of the Port of Geraldton and give some detail of its present size and importance to the State.

The first town jetty, 800 feet long, was constructed in 1874 and the port was operated under the administration of the Railways Department. A new jetty 950 feet long was completed for the port in 1894. By 1904 the population of Geraldton had grown to approximately 2,500 people and in that year 257 vessels representing a total gross tonnage of 180,302 tons entered the port.

With the development of the town and the hinterland, further development of the port was inevitable, and in 1926 a breakwater was completed to protect land-backed berths, upon which construction work was commenced in 1928. The first 1,350-foot length of berth was opened in 1931. In that year 111 vessels representing a total gross tonnage of 435,803 tons entered the port. The main export was,

at that time, wheat, and the main imports were phosphate rock and sulphur for the manufacture of fertiliser. The trade of the port consolidated over the years and in 1957 when the Harbour and Light Department took over the administration of the port from the Railways Department, 118 vessels representing 564,209 gross tons entered the port.

The SPEAKER: Order! There is far too much talking going on.

Mr. ROSS HUTCHINSON: In that year the total tonnage of cargo handled was 365,096 tons.

During the first eight years the port was under the control and administration of the Harbour and Light Department the volume of trade grew steadily. Over the last three years, however, the volume of trade has grown rapidly.

The principal imports are now phosphate rock, sulphur, and fertiliser, and the principal exports are grain, iron ore and manganese.

The total cargo handled in the port for the year ended the 30th June, 1968, was 1,374,615 tons, and 241 ships representing 1,502,630 gross tons were involved in the year's trading.

The port berthing facilities now comprise four berths of a total length of 2,238 feet and rail access is provided to three berths and road access to all berths. A covered storage area of 32,000 square feet is available at the rear of No. 1 berth. The existing port area is approximately 82.6 acres and land is still available for further development. Facilities available at the port include a tug service, a 50-ton road weighbridge, an administration building, and a waterside workers' amenities building.

On a lease area of approximately 10.5 acres within the port area, Co-operative Bulk Handling Ltd. has provided storage for 5,700,000 bushels of grain with an elevated conveyor loading system to deliver grain into ships hold at a rate of 800 tons per hour.

Western Mining Corporation has developed a loading terminal at the rear of No. 4 berth in an area of 13 acres, comprising a stockpile area for iron ore with a conveyor system and travelling ship-loader to load ore into ships' holds at a rate of 1,500 tons per hour. Bulk ore carrier ships of 28,000-ton capacity are being loaded at No. 4 berth.

Manganese ore which was previously loaded into ships by kibbles and ships' gear is now being handled by the Western Mining Corporation ore loading equipment.

The export of iron ore during recent years has resulted in a major increase in the overall trade tonnage which is reflected in the revenue figures. For the 1964-65 financial year the total revenue

of the port was \$203,731. In each of the following three years there were substantial increases in this figure and for the 1967-68 financial year the total revenue received was \$659,129.

Now, referring to the Bill for the setting up of the Geraldton port authority, I would advise the House that its provisions are almost identical with those of the legislation under which the Fremantle Port Authority, the Bunbury Port Authority, and the Albany Port Authority are constituted and operate.

The Bill provides for the control of the port to be vested in five members appointed by the Governor. They will hold office for three years and will be eligible for reappointment. The members will not represent any section of the community and will not be responsible to any organisation for their decisions. The Government will endeavour to select those members whose special knowledge and experience will be valuable to the authority. I would not mind if recommendations were made to me in this connection by members from the various districts or from organisations within the districts.

The authority will have full borrowing powers, subject to the Governor's approval, and will also be given consideration for any allocation of loan funds from the State Treasury. As is the case with the Bunbury and Albany port authorities, the control of the harbour master will remain with the Harbour and Light Department.

The setting up of the Geraldton port authority is in line with the Government's policy of decentralised control and has been advocated by commercial interests.

Debate adjourned, on motion by Mr. Sewell.

## ESPERANCE PORT AUTHORITY BILL

### *Second Reading*

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [2.45 p.m.]: I move—

That the Bill be now read a second time.

This piece of legislation to constitute the Esperance port authority is identical with that which I have just introduced.

Before discussing the legislation in specific terms I feel that a brief resume of the history of the port of Esperance will be of interest and will serve to illustrate the growth of the port which has brought the port to the stage of development at which it is desirable that a separate authority for its control be constituted.

In 1895 the first public jetty in Esperance was built and this was lengthened in 1897. This jetty served the town until 1935 when it was found necessary to construct a new timber jetty comprising a neck section of 2,350 feet and a berthing head of 557 feet

to meet increased demands for port facilities to adequately service what was considered to be a growing district. In that year 13 vessels representing 19,740 gross tons entered the port.

Spanning the years, I would like to say that due to the introduction of new farming methods and an inflow of American and Eastern States capital, land development in the district gained momentum during the 1950s to the extent that 30 ships representing a gross tonnage of 258,091 tons used the port during the year 1960. It then became apparent that the existing facilities were fast becoming inadequate to handle the steadily increasing trade and, in 1962, construction was commenced of completely new port facilities including dredged approaches and turning basin, land-backed berth, breakwater, port cargo yard and transit shed, administrative buildings and ancillaries.

The total cost of developing the new port was \$3,010,994 and, at its present stage of development, port facilities comprise the following:—

- (a) two berths at the timber jetty for tanker vessels; and
- (b) a land-backed berth 634 feet long of composite steel and concrete structure with a 73 feet wide deck, 12 feet above low water mark. This provides for general shipping including bulk cargo carriers.

The total port area now comprises 78.5 acres, of which 43.95 acres is required for the existing and future berths with road, rail, and other services. Fourteen acres have already been leased for bulk handling facilities for mineral and grain cargoes, and 20.75 acres are still available for leasing or port authority facilities.

Co-operative Bulk Handling Ltd. has constructed concrete cells with a total capacity of 600,000 bushels and is currently planning for increased storage capacity. In addition, the Western Mining Corporation has established bulk storage facilities for nickel concentrates, and proposals for developing stockpile areas for salt and other mineral exports are also under consideration at the present time.

As an illustration of the growth of the port over recent years, I would point out that during the year ended the 30th June, 1962, the total cargo handled was 39,515 tons including imports of bulk fuel and general cargo, and exports of gypsum, copper, and wheat. Thirty-five ships representing 339,118 gross tons were involved in that year's trade. After progressive annual increments during the following six years the total tonnage handled during the 1967-68 financial year rose to 293,419 tons, the principal imports being phosphate rock and sulphur, and the principal exports being grain, nickel, copper, and salt. In this latter year 49 ships representing 410,561 gross tons used the port.

The expansion of trade through the port has been spectacular and lends weight to my earlier statement that the time has now arrived when a properly constituted authority should be set up to control the port's activities and plan for its future development.

The Bill as prepared for the setting up of the Esperance port authority is almost identical, as I have said, with the provisions of the legislation under which the Fremantle Port Authority, the Bunbury Port Authority, and the Albany Port Authority are constituted and operate.

It provides for the control of the port to be vested in five members appointed by the Governor. They, too, will hold office for three years and will be eligible for re-appointment. The members will not represent any section of the community, and will not be responsible to any organisation for their decisions. The Government will endeavour to select those members whose special knowledge and experience will be valuable to the authority and to the State.

The authority will have full borrowing powers, subject to the Governor's approval, and it will be given consideration for any allocation of loan funds from the Treasury. As is the case with the Bunbury and Albany Port Authorities, the control of the harbour master will remain with the Harbour and Light Department.

The setting up of the Esperance Port Authority is in line with the Government's policy of decentralised control and it, too, has been advocated by commercial interests.

Debate adjourned, on motion by Mr. Moir.

## BILLS (2): MESSAGES

### *Appropriations*

Messages from the Lieutenant-Governor and Administrator received and read recommending appropriations for the purposes of the following Bills:—

1. Geraldton Port Authority Bill.
2. Esperance Port Authority Bill.

## DRIED FRUITS ACT AMENDMENT BILL

### *Second Reading*

**MR. NALDER** (Katanning)—Minister for Agriculture [2.53 p.m.]: I move—

That the Bill be now read a second time.

The objective of this Bill is to improve the financial position of the Dried Fruits Board by an amendment to section 16 of the Dried Fruits Act, 1947-1967, which would result in an increase in the maximum levy that can be charged to growers from \$1.17 a ton to \$2.016 a ton—an increase of 84c per ton over the existing rate, or .09c per pound.

The Dried Fruits Board is charged with the responsibility of entering into contracts with similar boards in other dried fruit producing States for concerted action in the marketing of dried fruits produced in Australia, and ancillary functions as prescribed in the Dried Fruits Act.

In order to carry out its commitments, which include an office staff, payment of fees and allowances to board members, and an annual payment to the Department of Primary Industry to cover inspection costs, etc., the board, under section 16 of the Act, imposes a levy on dried fruit growers on the quantity of dried fruit produced by them. At the present time the maximum levy which can be charged to growers is 1/16d. per pound, or \$1.17 a ton.

The board has been operating on the maximum levy for some time, but finds that this amount is insufficient to meet commitments, brought about mainly by decreasing yields of dried vine fruits, and a general increase in costs. In its annual report for 1966, the board stated that there was an excess of expenditure over revenue of \$701. For the year ended the 31st December, 1967, a further excess of expenditure over revenue amounted to \$697.

The operations of the Dried Fruits Board are of great benefit to the dried fruits industry in Western Australia, and in order to allow a continuance of activities it is essential that the board be in a position to obtain additional income which can be provided by the increase in levy.

As I explained earlier, the new maximum levy rate will be .09c per pound and if based on an average production of 1,783 tons—which has been the annual figure for the last five years—the proposed increase will provide for additional annual revenue up to \$1,497 to the board; and, whilst it is not proposed to impose this maximum rate of levy at the present time, this amount should be sufficient to meet rising costs over a reasonable period and should also insulate the board against fluctuating production figures.

Debate adjourned, on motion by Mr. Norton.

#### **ARTIFICIAL BREEDING BOARD ACT AMENDMENT BILL**

##### *Second Reading*

**MR. NALDER** (Katanning—Minister for Agriculture) (2.59 p.m.): I move—

That the Bill be now read a second time.

This is a shorter Bill than the previous one, and it is designed to change the financial year and the year of operations of the Artificial Breeding Board to end

on the 31st December, in lieu of the existing provision under section 17 (1) of the Act, which provides that the board's annual report and financial statements shall be prepared as at the 30th June in each year.

The activities of the Artificial Breeding Board are mainly seasonal and reach their greatest peak during the months of June and July each year.

The amendment requested by the board would allow the financial year to end on the 31st December, rather than the 30th June as at present, and be more in keeping with the yearly trend of the board's operations.

Provision has been made in the Bill for submission by the board of a report in respect of the final six months' period of the year 1968, in order that, if the amendment be agreed to, the ensuing financial year will commence on the 1st January, 1969, and end on the 31st December, 1969, as desired.

Debate adjourned, on motion by Mr. Taylor.

#### **ART GALLERY ACT AMENDMENT BILL**

##### *Second Reading*

**MR. LEWIS** (Moore—Minister for Education) [3.2 p.m.]: I move—

That the Bill be now read a second time.

The main purpose of the Bill is to provide for regional and branch art galleries. The Western Australian Art Gallery was established in 1895 in association with the Library and the Museum. It was followed in 1907 by the erection of the Art Gallery wing.

This was a considerable undertaking by a young State; and, for the first 20 years considerable sums were provided by the Government for the acquisition of works of art. However, the onset of World War I brought with it a lean time for the arts, which position remained until the late 1940s.

The awakened Government interest in the cultural life of the community resulted in separation of the Library Board from the Museum and Art Gallery in 1951. This left the Museum and the Art Gallery together operating under one board of trustees. However, these two institutions operating together became top heavy. They also both had different requirements.

The work of the Museum was primarily of a scientific nature and that of the Art Gallery mainly cultural. Therefore, in 1959, Parliament legislated for the two organisations to be separated, each under its own Act. Professional staff were appointed to the gallery and opportunities given by the board of trustees for these officers to exchange ideas and pool their

knowledge with their peers. All of this resulted in a reassessment of the role of the gallery in the community.

The board has produced many new facets in the work of the gallery. It has, for example, fostered an interest in industrial design and has acquired examples of the best designs in Scandinavian glass, items of Norwegian furniture, and Australian and overseas ceramics. It has also brought major international exhibitions of these items to Western Australia where they have created very considerable interest in the general community. The gallery is also used by school pupils and architectural and art students from the Technical College. The recently established ceramic course at the Perth Technical College is using the gallery's ceramics as examples of this art. Art forms, lectures, and international art magazines covering a wide range of the visual arts are also widely used by students and the public.

There is also an increasing demand by Government, semi-Government, and private enterprise for advice from the gallery's staff, not only with regard to the placing of art works in buildings but, in some cases, the actual decor of offices, and on matters of civic concern. The awakening interest in the cultural arts is not confined to Perth; and, in recognition of its responsibility as a State gallery, the board has established a lending scheme of selected reproductions. These are displayed in shire buildings and hospitals throughout the State. Members of the gallery staff have also been invited to country centres to give talks.

In an effort to disperse its activities as widely as possible, the board regularly produces two types of publication. The *Quarterly Bulletin* is distributed throughout Western Australia, exchanged with galleries throughout the world, and presents a Western Australian image to consulates, embassies, and other international bodies. The monthly feature is a small sheet which contains a first-class colour reproduction of a gallery work with scholarly comment. This is designed specially for State use for school pupils and the general public. These activities have been evolving during the past 20 years or so.

Unfortunately in 1959, when the old Act was repealed and the new one prepared, these new activities of the board were not envisaged. The Act defines the "Art Gallery" as the Art Gallery established at Perth and I understand that, consequently, the board's activities outside of the central premises are legally questionable. This Bill therefore has been brought down to redraft the functions of the board and by so doing regularise the activities which it has been fostering for a considerable time.

I think I mentioned earlier that the Western Australian Art Gallery is a State instrumentality and, as such, it should be encouraged to serve the interests of art

throughout the State. It is supported by Government funds contributed by taxpayers generally; and, therefore, all taxpayers should have ready access to its activities.

Through population growth, education, and community awareness there has developed in country areas an interest in, and desire for, more cultural activities, and in some areas this has been further stimulated by the local presentation of art gifts and displays. The Art Gallery and the Education Department, through touring exhibitions from the gallery collection, the gallery loan schemes and extension services, and the gallery's publications have contributed to the growing cultural interest in the country areas. This is further evidenced by a growing desire by shire councils to erect their own cultural centres.

Approaches have been received by the Art Gallery Board for assistance in providing and setting up suitable displays when such centres have been completed, and the passage of this Bill will permit such assistance to be given. The West Kimberley Shire is anxiously awaiting the outcome of this legislation as it is already in the process of erecting its own cultural centre at Derby, which will include an art gallery.

Regional art galleries exist in other States of the Commonwealth, particularly in Victoria, and it is only a matter of time before such development will come to this State.

It is proposed that the board co-operate with local authorities and other bodies as approved by the Minister, on the recommendation of the board. These would be expected to provide the gallery, and ensure the safety of the exhibitions. The Art Gallery Board would provide the exhibitions and prepare them for showing. Exhibitions would be rotated at, say, 12-monthly intervals, with some special exhibitions interspersed.

Over a period of time the regional galleries would probably acquire their own collection of general works and perhaps the works of local artists. The State Art Gallery Board would, in the earlier stages, undertake the curatorial and maintenance work of these collections and also train local authority staff to take over this work eventually.

This Bill also allows for the setting up at some future time of galleries which are actually branches of the present one. It could be envisaged that in future years the Western Australian Art Gallery in its present form will be purely a central gallery and it will be enlarged in its effect on the State by branches when these are justified by enlarged populations and cities. Such branch galleries would ensure that optimum use is made of the board's exhibits and manpower resources. They would be financed by the State Art Gallery Board.

Debate adjourned, on motion by Mr. Davies.

## AERIAL SPRAYING CONTROL ACT AMENDMENT BILL

### *Second Reading*

**MR. NALDER** (Katanning—Minister for Agriculture) [3.11 p.m.]: I move—

That the Bill be now read a second time.

The Aerial Spraying Control Act was assented to in December, 1966, but has not been proclaimed. The reasons for not bringing the principal Act into operation stemmed from the need to frame regulations, which hinged to some extent on the amendments now proposed. The necessity to provide these minor amendments became evident soon after the principal Act was passed.

**Mr. Jamieson:** I hate to say, "I told you so."

**MR. NALDER:** Is that a fact?

**Mr. Jamieson:** Yes, and you remember that, too.

**MR. NALDER:** The objective of these proposals is to reconcile present differences between States where aerial spraying legislation operates in regard to the terms of insurance policies available from insurance companies, the liability of aerial operators, and the wording of security clauses provided in the various State Aerial Spraying Control Acts.

In July, 1967, the Australian Agricultural Council requested Victoria to convene a conference of appropriate officers of the State Departments of Agriculture, the Department of Primary Industry, the Department of Territories, and representatives of insurance underwriters and aerial operators.

This conference was subsequently held in Melbourne in October last year, and an officer from the Department of Agriculture in this State attended. Agreement was reached on all matters where amendments were necessary to achieve uniformity.

The Bill provides for the widening of the interpretation of the term "owner" used in relation to an aircraft, and deletes an existing provision which places liability on the owner of an aircraft should it be used for aerial spraying by an unqualified person even though without the owner's knowledge.

Provision is made to ensure that security covers loss or damage to property caused by agricultural chemicals whether by aerial spraying or spray drift. The current wording involves damage caused by any operation associated with aerial spraying including transport of chemicals to the site of operations and would demand a very high premium. The primary intention of the Act is to provide protection from spray drift. The Bill also excludes the existing reference to liability for personal injury or loss of life. It is considered a doubtful inclusion in an Act designed to protect crops.

Although the existing Act requires the company issuing an insurance policy to be approved by the Director of Agriculture, the Bill provides for the policy also to be subject to the approval of the director. There is also provision for inclusion in the policy of an "excess" of \$100, which is general practice acceptable to the operators and would reduce the premium. In all aviation policies it is usual for an excess to apply.

It is proposed that provision made for liability in the aggregate for any one accident should be \$30,000 at the least, irrespective of the number of claimants involved. This amendment has been included because it is believed the wording of the present Act could be interpreted to extend the liability from one accident to cover each injured party to the extent of \$30,000. If this be so, then the security would cover farm employees, relatives of the farmowner, visitors, etc., and operators claim that no insurer will provide cover at a reasonable cost for what could amount to unlimited liability. The Act is designed to provide a reasonable security from which claims for damage arising particularly from the misuse of agricultural chemicals can be met.

The Act as it presently stands requires the owner of an aircraft, from which aerial spraying is carried out, to keep records detailing a number of particulars such as the name of the pilot in command, the name of the person for whom the spraying is being carried out, the location of the land, acreage, the type of chemical used, etc. Provision will now be made to place a degree of responsibility for keeping these records on the operator of the aircraft, who may not be the owner.

At the request of the Australian Aviation Underwriting Pool, the Bill will also make provision for insurers to be kept informed of any cases of alleged damage following aerial spraying operations. As the Act presently stands there is no direct obligation on the Director of Agriculture to inform the insurer. Consequently, there could be a considerable lapse of time before advice of loss or damage is given to the insurer. As the type of damage embraced by the insurance coverage is such that early inspection is considered necessary, this request for an amendment to remedy the position is thought reasonable.

Finally, when there is an allegation of injurious effect by spray drift or aerial spraying lodged by notice to the Director of Agriculture, the director is obliged to furnish a copy of such notice to the owner of the aircraft from which the aerial spraying operations that are alleged to have caused damage were carried out. I commend the Bill to the House.

Debate adjourned, on motion by Mr. Jamieson.

**ADDRESS-IN-REPLY: ELEVENTH DAY***Motion*

Debate resumed, from the 21st August, on the following motion by Mr. Ridge:—

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

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

**MR. GRAHAM** (Balcatta—Deputy Leader of the Opposition) [3.17 p.m.]: During the last nine years I have not found very many opportunities or occasions to commend the Government for its activities; and in my estimation the tenth year falls in the same category. Nevertheless, I am pleased to assist the Government at any time when it finds itself in difficulties.

My thoughts go in the direction of a certain pile of masonry situated immediately in front of Parliament House. The Government is in an embarrassing situation at the moment purely and simply of its own making. In typical style it procrastinated and there was a delightful air of indecision until certain events overtook it. That, I repeat, is typical of this Government, and we have given many such instances.

There is no need for me here and now to cite housing and land to demonstrate that the Government has been remiss. Only when a situation reaches crisis proportions does this Government give it any attention, and then we find that committees are set up, inquiries are undertaken, and many long months pass with the situation further deteriorating while the Government is giving consideration to the proposals which have been propounded.

It is true that whilst all this is going on, the Government is performing all sorts of acrobatic feats, by which I mean it is patting itself on the back because of the economic activity and development of the State. One would think the Government was responsible for this, whereas, in point of fact, it has been private industrialists whose money—

Mr. Nalder: I thought you were going to say the Opposition was responsible.

Mr. GRAHAM: The Opposition, I would say, has played a notable part in prodding the Government, because I indicated—I think it was only last week—quite a number of instances where the Government had refused to introduce legislation. Indeed it opposed legislation introduced by

Labor members; and then, in the course of time, the Government itself introduced similar legislation.

As I was about to say, these industrial concerns have spent many hundreds of millions of dollars which has had a certain effect economically. During the process of the companies' developing their economic positions, or industries, quite a number of normal governmental activities have been taken from the Government. The Government has been relieved of those responsibilities and the giant companies have provided the facilities. The Government should be thankful to them.

However, Mr. Speaker, if you and I indulged in a little sacrifice or initiative, and were to build houses for ourselves, I do not think the Government would be entitled to claim credit for two additional houses that had been built in Western Australia. Yet, it is because of private enterprise that the Government has been able to jump on the bandwagon and take credit for work performed by other people. It is time the Government got down to the job and governed and attended to these things for which Governments and Government departments were created; that is to say, it should give more attention to the requirements of the people.

I intend to touch on some activities with which I was associated more than nine years ago, and the six years preceding that period. However, I will first of all deal with a matter of general interest. This Government is so concerned with the welfare of the ordinary citizens in the community that it took action—I suggest in collusion with certain interests on the other side of Australia—to peg the basic wage. As a consequence, from March, 1967, until the present time, the male workers of Western Australia have received \$1.62 less each week than they would have received had the Government not tampered with the industrial arbitration machinery.

I agree that all this prosperity, and the rest of it, is going on but only in certain directions. The position of the workers, of course, is deteriorating; there is no question about that. My colleagues in the Commonwealth sphere have already indicated that social services have wasted away so that child endowment and maternity allowances, etc., are now worth only a fraction of what they were when first given to the people.

In this highly prosperous and rapidly developing country we find that the wage standard and the social service standard have deteriorated. No wonder difficulty is experienced in attracting a sufficient number of migrants from overseas! It is not surprising that every year an increasing number of migrants return to their countries of origin.

Australia is falling behind the rest of the world. Some years ago, when Labor Governments were more frequently in office than is unfortunately the situation in recent times, Australia was well in the van with social services. As many members are aware, I have a rather close contact with the Italian community in this State, and those people are appalled at the backwardness of our social services compared with what exists in Italy. As everybody knows, by the good grace of nature, Australia is well endowed when compared with the great bulk of the difficult terrain in Italy and other European countries.

There is no need for words of mine alone. I will quote from the *Commerce-Industrial and Mining Review* of July, 1968. In the editorial headed, "Which Way and Where?" it states, in the opening paragraph, that costs may be escalating but this increase is being more than matched by profits.

It will be seen, immediately, that Liberal Governments have taken action to ensure that the workers' wages are pegged, or limited or restricted in some fashion, so that they will not reflect the increased costs. The increases are not of their own making, but of somebody else's. Notwithstanding that fact, the workers are being held down in the matter of wages, while costs are "escalating but this increase is being more than matched by profits."

I do not intend to weary the House now, but in past years I have read from newspapers of record profits on record profits of the year before, and they were record profits on the previous year. This upward escalation has been going on undiminished for the last 10 years.

Mr. W. A. Manning: Does that include the farmers?

Mr. GRAHAM: I do not know, but I do remember that farmers became millionaires overnight some years ago. I am speaking of industries at the moment because the direct wage factor, so far as farmers are concerned, is insignificant.

I turn now to the *ipa Review*, the official organ of The Institute of Public Affairs. This will illustrate, clearly, what I said before. It will show the adjusted yearly growth rates for the period from 1950 to 1962. These are the latest figures I have been able to obtain, but they show the trend. That pattern has continued and has been accentuated between 1962 and the present time.

The national income percentage increase during that period in north-west Europe has been 4.70 per cent.; in Germany, 7.26 per cent.; in Italy, 5.95 per cent.; and in Australia, 4.50 per cent.

First of all I would indicate that I feel we have developed some of the attributes of the Yanks—apart from speaking more and more like them—in the fact that we are rapidly becoming the world's greatest

braggarts. Anyone would think we were the only State in the world where progress was taking place. Yet, in the countries I have quoted, the annual national income has grown more rapidly. A whole lot of other nations are also mentioned in the review.

Then we take the national income per person employed. In north-west Europe the percentage increase per annum is 3.74 per cent.; Germany, 5.15 per cent.; Italy, 5.35 per cent.; and Australia, 2.50 per cent. I repeat, these are not figments of my imagination; they are official figures that have been reproduced by a most conservative and respected organisation—The Institute of Public Affairs. The directors of this institute are well-known people in the community and I suggest that 99 per cent. of them—if not, all—are Liberal voters and supporters.

So, that is the situation; and sooner or later the patience of the workers will be tried too far. I suggest it is time this Government took stock of itself and gave some attention to the welfare of the people instead of the welfare of the investors. The way we are going we are reaching the stage where 50 per cent. of the industry of Australia is owned by overseas interests, and I think this is a shocking state of affairs. The companies are doing exceedingly well and there is prosperity in the country for them, but there is a receding standard so far as the ordinary people are concerned.

That, of course, is why—it is not so much a question of the emancipation of women—so many wives, even those with young children for whom they should be caring, are compelled to go to work. They have to work to supplement the income of the husband. That is also why so much weekend work is being done. Men are seeking some extra income, because the wage standard has fallen compared with the cost of living and of articles, generally, and they require the additional amount of money in order to be able to live reasonably decently.

Mr. Rushton: Isn't it general that children of parents are living better today and having greater opportunity than ever before?

Mr. GRAHAM: I can well appreciate the question being addressed to me by the honourable member, because he himself would have no direct knowledge or experience of this particular matter. He moves in banking circles, at 1140 Hay Street, and so on. I suggest he give a little attention to the small people, the little people—

Mr. Rushton: I represent all people.

Mr. GRAHAM: —those who are suffering and who, from time to time, find themselves faced with all sorts of embarrassments, such as bailiffs, debt collectors, and the rest of it. I have just

returned to the Chamber after endeavouring to stave off some action against an unfortunate family, not because of any misguided living on their part, but because of sickness—compensation on the part of the husband and illness on the part of the wife—and they have a young family to support. That is the sort of thing which is going on; but, of course, members of the Liberal Party would be unaware of it because of their could-not-care-less attitude.

For a period of half a dozen years, I was Minister for Housing, as members would be aware. The Government with a fanfare of trumpets the other week announced that it intends to increase its output of housing from 1,200 to 1,800 homes. That is only 600 additional houses, but the Government feels it is a fair contribution. I am rather surprised the Press has allowed it to be featured in the way it has. It would appear that if the Government wants some form of publicity, it allows its production or output to fall away to practically nothing, and then, when it increases from practically nothing, it gets either directly or indirectly a pat on the back for meeting the situation.

With 17,300 people on the waiting list, and the number increasing weekly, how far do you, Mr. Speaker, think 600 additional houses will go? By the time the 600 additional houses are completed there will be an extra 6,000 outstanding applications on the books of the State Housing Commission. The situation is desperate because of the could-not-care-less attitude of this Government. The Government has available to it more than twice as much money per annum, on the average, of loan funds than did the Labor Government, yet it is building houses at approximately one-half the rate of its Labor Government predecessor.

The situation was allowed to deteriorate, because certain Ministers took too much of the pie and other Ministers were not strong enough to stand up in their own interests and, through them, the interests of the people, to see that a greater allocation was made available for housing purposes. When I say "a greater allocation," I mean a greater allocation than the current one which is made available under the Liberal Government. Had there been only the same output of houses as when the Labor Government was in office, there would today have been 7,000 or 8,000 more houses built by the State Housing Commission and the crisis which is with us would not be with us. The Government has now made a token demonstration; but, like so many other things, of course, it is a question of too little, too late.

I mention, too, that I was Minister for Forests for six years. Let me say at this point that I am not bragging; I just happen to be familiar rather naturally with activities with which I was associated and I contrast them with the performance of this Government.

If I have not already mentioned it, I should say that houses ranging from 2,000 to in excess of 4,000 a year were built when the Hawke Labor Government was in office. The best this Government can do is to plan for 1,200 houses, then step it up to 1,800 houses, and feel it has a halo over its head.

In the matter of forestry, some millions of acres of additional country were created as State forests by the Hawke Labor Government, put there in perpetuity to serve the State and the people of Western Australia. Whilst this Government has been in office, believe it or not, there has been a rather spectacular fall in forestry and sawmilling operations. I suggest there would have been a depression in the timber industry only for the fortuitous circumstances, one might say, of the standard gauge railway and the railways associated with the iron-ore industries in the north, which, in respect of their construction, required so many sleepers.

I suggest we should have a look at the figures in this connection. I am quoting from another reputable body—anti-Labor of course—namely, the Associated Sawmillers and Timber Merchants of W.A. I have two of the association's annual reports. They set out certain figures over the years and these are added and divided appropriately. We find that when there was a Labor Government in this State the total production of sawn timber was an average of 213,700,000 super feet per annum. Under this Government the figure is 193,800,000 super feet. It can be seen that the latter figure represents nearly 20,000,000 super feet per annum less, on average, under this Government than under a Labor Government. Prosperity again! I ask the question, "For whom?"

In the matter of transport and traffic, very many changes were made, and I suggest there were more dramatic changes than many people contemplated. Unless I am challenged I do not intend to recite them, but there is a long list of approximately 40 or 50 items—nearly all of them of major concern and a great many of them being firsts, not only in Western Australia but throughout the Commonwealth of Australia. One has only to look at the traffic situation today to realise how hopelessly the Government has failed in that regard. I intend to say something more about it presently.

First of all, I want to make reference to the grounds of Parliament House and the road complex which is being developed round about it. I describe the action of the Government in respect of the matter

to which I have just made reference as being nothing less than a confidence trick. It is perfectly obvious from the plans, the work which has been carried out, and a certain disgraceful episode towards the end of last year when there was an unofficial meeting of members in this Chamber, that the full intention of the Government and the departmental officers was that Harvest Terrace should remain permanently open. It is a bad and a serious thing. It was the understanding of all members of this Parliament—all parties in both Houses—that some three acres and more were to be excised from the Class "A" reserve; that is, the Parliament House site. It was the understanding that it would be excised where the freeway is currently being constructed, and some land would be resumed on the Hay Street and Malcolm Street frontages.

It was some measure of compensation that Harvest Terrace, at least between Parliament Place and Malcolm Street, would be closed. I have already suggested—and I now make the definite affirmation—that it was never at any time the intention of the Government or the departmental officers to do anything else than to allow Harvest Terrace to remain open. I say that, Mr. Speaker, because of the facts; there is a truncation at the corner of Harvest Terrace and Hay Street, obviously for the benefit of traffic swinging round into Harvest Terrace. There is a further truncation at the corner of Harvest Terrace and Malcolm Street, again designed for traffic to move in a southerly direction to go down Malcolm Street. Anybody can see from the plans which were made available at the time that, in fact, that was the intention.

All of the illustrations, together with the many books of the Main Roads Department and the Metropolitan Region Planning Authority, show, without any equivocation, that Harvest Terrace should remain open. The work has proceeded on that expectation, and on the basis that the design of the roads should conform with the idea of Harvest Terrace remaining open for traffic to travel in both directions.

It was a prime example of hoodwinking when it was suggested that traffic would come from Hay Street into Harvest Terrace, then Parliament Place, and subsequently turn into Havelock Street and then into King's Park Road. That was never intended. The main flow of traffic along Harvest Terrace going in a southerly direction will turn left into Malcolm Street to proceed to the city, whilst traffic going in a northerly direction will turn west into Hay Street, or proceed straight ahead to Murray Street and turn right in the direction of the city proper.

We are now faced with the position that nothing can be done about it, I suggest, except perhaps the Government should be

horsewhipped! What is the position in regard to the accesses on and off the freeway? Between Mounts Bay Road and the railway line the only access for traffic which seeks to go along either Riverside Drive or across the Narrows Bridge is the entry at Murray Street. So all the traffic will be drawn to the front of Parliament House along Harvest Terrace in order to gain entry to the freeway at Murray Street.

Similarly, the first and most important run-off from the Kwinana Freeway coming towards the city will be at Hay Street around Parliament House, because the traffic will not be permitted to turn to the right. It will turn in a westerly direction going past Parliament House. A great deal of the traffic, of course, will turn into Harvest Terrace itself.

The reports are available to show what happened to the Bills, and what happened during the debates in 1961 and 1965. There is a full report of what transpired in 1965 when members met unofficially together, and when they subsequently met with departmental officers. Then, of course, there was the infamous meeting held in this Chamber on the 7th November last year when the Minister for Works succeeded in prevailing upon members to vote rather overwhelmingly for a motion. That motion was as follows:—

That the decision to close Harvest Terrace be deferred until the traffic pattern emerges on the completion of the Mitchell Freeway and associated roads in the vicinity of Parliament House, in the public interest.

At this stage I would like to point out that I feel the completion of the Mitchell Freeway will occur somewhere about the end of the century, and I would also mention that I am rather intrigued with the final words of that motion "in the public interest."

What the public feels or does about it will be somewhat similar to what the public felt and thought about the Barracks Archway; it will be anybody's guess. The Government has acted contrary to the resolution that was passed unanimously two years earlier by members of all parties in both Houses. The motion agreed to was as follows:—

The House Committee requests the Government to require its planners to make provision for the closing of Harvest Terrace (south of Parliament Place) in the Mitchell Freeway complex.

Private members and Ministers alike voted for it. That was the wish and the will of the Parliament. However last year we were tricked into passing a motion which is on the "never-never plan," and, of course, in the interim we have been able to witness the physical work which has been carried out on the site.

I think it is a shocking thing that Parliament should be deceived. The Government, in collusion with departmental officers, has proceeded with the work, not caring a fig for the thoughts, wishes, and will of Parliament as unofficially expressed—followed by a motion which is completely meaningless—at a meeting held during the tea suspension. My shocked surprise was that, unfortunately, two members on this side of the House, along with all members who sit opposite, voted in favour of that resolution.

*Sitting suspended from 3.45 to 4.6 p.m.*

Mr. GRAHAM: Finally I want to say it appears that the Parliament House site in Western Australia—which I suggest is without peer in the Commonwealth—

Mr. Tonkin: Hear, hear!

Mr. GRAHAM: —will now become an island surrounded by a traffic stream, and the difference between the Parliament House site and the islands at both ends of the Causeway will be only a matter of degree.

This is a shocking thing. I venture to suggest that had members any idea that this was the intention of the Government, the Bill which was introduced to excise more than three acres from the Parliament House site would never have passed through this Parliament. I think the situation will be worse than I have been able to ascertain for certain up to date; because it is obvious that some of the traffic will want to go up Parliament Place or come down Parliament Place. There will be such a flow going north and south along Harvest Terrace that it will probably be necessary to install traffic lights at our back door. It is more than likely there will be collisions; front and rear end crashes, and so on.

When they were confronted by the best part of 80 members of Parliament, the departmental officers agreed that there would be no great difficulty in closing Harvest Terrace; that the traffic could proceed along a gradient flowing up Hay Street and turning left into Havelock Street. This I think would have been the sensible thing.

Apropos of that we have the Minister for Town Planning telling us about the shocking cost of resumptions in Havelock Street and saying, "How would the Opposition like to be confronted with that prospect?" If anyone cares to visit the eastern side of Havelock Street he would be amazed at the minimum amount of resumption that would be necessary. So, I repeat, that it was intended to put a ban on Havelock Street. It is all too absurd, particularly when we realise that there will be a corner with the Freeway and Hay Street, a corner with Parliament Place and Harvest Terrace, a corner with Hay Street and Havelock Street, a corner with Parliament Place and

Havelock Street, and a corner with Havelock Street, and King's Park Road. Instead of this area being a parkland adjoining the public administrative offices, the Parliament House site will be one of the busiest in the metropolitan area with traffic lights at our back door and about eight or 10 streams of traffic at our front door.

Provision will have to be made on the northern and southern boundaries to ensure that traffic can get through with greater ease, and travel with greater speed. Accordingly the whole site has been ruined. It would seem that this is another feather in the cap of the Government!

I have already mentioned that this is a vacillating Government; a Government which is behind the times; a Government which is unable to make up its mind. Some mention was made of reflective number plates. The Government has let a contract for these to be made in their thousands, and I wholeheartedly agree with this; indeed I suggested it in 1964. The Minister, however, made some observations which were typical of the Government's thinking. This is not a figment of my imagination; because on the 19th August, 1964—as recorded on page 399 of *Hansard* of that year—the Minister for Traffic had this to say—

Reference was made to reflectorised number plates. As soon as any suggestion is made by members on the Government side towards increasing taxes, drivers' licenses, and motor vehicle licenses there is great hue and cry from the Opposition. In this instance who will pay for the reflectorised number plates? The poor old motorist will pay, and these are the very people who members opposite claim are suffering. Have members any idea of the cost of reflectorised number plates? It is much more than the cost of the plates which are now used.

Further on he said—

What is the advantage of reflectorised number plates, other than for the purpose of identification? They do not give added warning to pedestrians or motorists. Motor vehicles are supposed to be fitted with flashing lights, and these should be used.

That was the attitude of the Minister for Traffic only four short years ago, but today he is giving effect to that suggestion, which emanated from the Opposition. It is not a question of identification; it is a question of being able to see vehicles without lights parked or stacked on the side, or in the middle of the road. With the aid of reflective number plates such vehicles can be seen from hundreds of yards away standing out clearly and distinctly.

The cost of these plates is \$1.50 a set; but what of that? The cost of a motor vehicle, spread over a life of 10 years, plus

the license and running costs would, I suggest, aggregate \$10,000 on the minimum amount of running. What is another \$1.50, if that makes some contribution towards the avoidance of accidents? The facts as recorded in *Hansard* speak for themselves.

There has been a lot of talk about liquor, drunken driving, and the rest. I am not interested in other people's pet theories, but in the facts of the situation. Some two years ago I asked questions in this House when the situation was, no doubt, very similar to that of today. One of my questions appears on page 1899 of *Hansard*, as follows:—

What number of road accidents, casualty and non-casualty, which occurred during the 12 months ended the 30th June, 1965, were not attributed to the effects of alcohol?

In the reply the Minister for Traffic gave certain figures, and they produced this astounding result: That of all casualty accidents only 2.2 per cent. were attributable to the effects of alcohol; in other words, 90 out of a total of 4,028. The non-casualty accidents directly attributed to intoxication of drivers and pedestrians represented 1.5 per cent. of the total. Yet there has been this beating of drums, this beating of the air, and this beating of chests over this question, which has an infinitesimal effect on the accident rate.

I was interested in a symposium on traffic hazards and the community, which was conducted at the University in October, 1967. Here again we find some surprising results. On page 18 of the report of that symposium appear figures relating to the principal causes of accidents and casualties. Taking the metropolitan area, there were two fatal accidents caused by intoxication attributed to drivers or riders of vehicles. Fifty-two people were injured in the metropolitan area, but only two were killed.

The number of persons killed through vehicles not giving way to the right was 21 in the metropolitan area; measured against the two killed through accidents caused by intoxication. The number of casualty accidents caused by vehicles not giving way to the right was 1,125. In respect of accidents caused principally by excessive speed—about which a great deal has been said—there were 11 persons killed! measured against the two persons killed in accidents principally caused by over-indulgence in alcohol. The number of persons injured in accidents caused by excessive speed was 174; measured against only 52 persons injured in accidents attributed to alcohol.

I suggest this whole matter has been looked at completely out of perspective. As one of my colleagues pointed out to me, it is quite possible that persons who were suffering from the effects of an over-intake of alcohol might have had an accident whether or not they had been drink-

ing. I should point out that every person who is involved in an accident is not intoxicated. Likewise, when a person is intoxicated, or a little under the influence of alcohol, he does not necessarily have an accident.

It is time we got this situation in its proper perspective. I wish I had a little more time to deal with this question of alcohol in relation to traffic and other matters. I regret that the Minister for Police is not here, because I want to make some direct references to him. In view of the situation which obtains in Western Australia at the present time it is his job to be in the State. He should not be inspecting gaols and penal systems in other countries. There is tragedy on our roads—occurring as never before—and all-time records are being created in *excelsis*. Yet the Minister is jaunting around the world to take a look at other things. I do not know whether the Government has so much confidence in him as to enable him to do that. I repeat: He should be in the State and on the job.

We on this side of the House have made very many suggestions and proposals as to what should be done. I indicated that one of them was reflective number plates, but at the time the thumb was put to the nose of the Government, pointing at the Opposition. Scores of worth-while suggestions were made—

The SPEAKER: The honourable member has another five minutes.

Mr. GRAHAM:—which had been proved in other parts of the world. When I returned from a study tour—and traffic was one of the subjects I investigated—I wrote a series of articles which were published in *The Sunday Times*. I also made a lengthy report to the Premier, and it was circulated among members. Further, I made contributions in debates on the subject. So far as I am aware not one of the suggestions or proposals which I submitted has been put into effect by the Government. The same applies with housing, land, and other important matters; it appears the Government could not care less.

I am not against Ministers going to other parts of the world in order to ascertain facts. I think that is right and proper, but surely if one's home is in flames one should not be going on tour elsewhere. This is the Minister who is in charge of traffic in Western Australia, and it is his place to be here in order to give serious attention to these matters.

Mr. Lewis: If he has to wait until no accidents occur then he would not be able to go at all.

Mr. GRAHAM: When the rate of accidents on our roads is normal he could go, but when it reaches tragic proportions—which it has at the present time—then it is his job to be here. The attention to

gaols and the penal system could wait another 12 months while he is making plans and taking administrative action to meet the accident situation. It is a matter of priority, and yet it is in this direction that the Government is missing out.

Mr. Nalder: This situation applies not only in Western Australia; it is just as bad in the other States.

Mr. GRAHAM: I do not know what the Deputy Premier is trying to convey from that fact. A serious situation has developed in a certain area of government, and I say it is the job of the Minister responsible for that portfolio to be applying himself to the matter as he has never applied himself before.

Mr. Nalder: That is what he has been doing.

Mr. GRAHAM: I repeat that in this House and elsewhere members of the Opposition, if not others, have made very many suggestions to the Government, but they have all been ignored or brushed aside, perhaps to be looked at some time later. I would have liked to develop other points, but time is against me. I conclude on the note that I have so often used: It is time this Government stopped preening itself, and its Ministers stopped running to the four corners of the State to unveil plaques to themselves. It is time Ministers realised that they have a full-time job. This is the age of responsibility, when many things happen, and happen quickly. The time has come for the Government to give a lead, and its Ministers should not be gallivanting about.

It is on the head of this Government that it has not paid more serious attention to this most serious question of several hundred people being killed on the roads, when I am certain it is possible to reduce that carnage.

MR. I. W. MANNING (Wellington) [4.21 p.m.]: Along with most other members who have spoken in this debate I extend my congratulations to you, Sir, on being elected to your high office in this Assembly. I am pleased to see you occupy the Speaker's Chair and I trust you will do so for many years and give us long and unbroken service. While you are there Western Australia will continue on the road to prosperity and progress and obtain the prosperity that goes with progress.

I want to commend the Government on the part it plays in the development of the State, because this has been a very important factor in the overall picture. None of the great new activities we have seen in this State has come about without a great deal of encouragement on the part of the Government; and, in doing this, the Government has done the State a great service indeed.

My elecorate is largely concerned with primary production and those industries serving the agricultural industry. Of

course, the benefit that these areas derive from greater progress and development is the opportunity to obtain additional markets. This is very important, because we all know only too well that the home market is the good market as far as primary produce is concerned.

Of course we have problems and, in the time I have at my disposal, I propose to touch on some of them. The butterfat dairy farmer is facing a period of low returns, but I am afraid in this section of the dairying industry it has ever been thus. The two schemes we have seen in operation in recent years to assist the dairying industry have been worth while and have greatly assisted farmers who have availed themselves of them.

However, those schemes have their limitations. For instance, the dairy farm improvement scheme is restricted to certain dairying areas with an area of development on each farm of up to 160 acres of pasture. Assistance under this scheme has been granted for 232 properties and, on 158 of these, the programme has been completed.

The dairy farm consolidation plan which, in effect, is an extension of the dairy farm improvement scheme, enables loans to be made to dairy farmers for further development of their properties, or to purchase and develop additional land, sufficient to bring the pastured area up to 200 acres. Funds are also available for the erection or improvement of dairies. It is an excellent scheme, but the farmers with the greatest number of problems are excluded because, in many instances, they are the ones who do not measure up to the requirements.

Development is the real answer to Western Australia's greatest problem, and long-term low interest finance is the most worth-while form of assistance that can be given. Money to enable the amalgamation of properties with the view of small dairy farmers becoming sheep farmers would seem to have little to recommend it in the south-west of Western Australia; but the proposals of the Federal Government to provide money for the consolidation of dairies could have a great deal of merit.

The other hope for the Western Australian dairying industry lies in the ever-increasing consumption of whole milk and the possible extension of that section of the industry to more and more farms. A very desirable high standard of efficiency in every department of the whole milk industry has been achieved and the opportunity now exists to expand the zone within which licenses to producers are granted so as to offer to additional dairy farmers the opportunity to transfer to whole milk.

The Western Australian Milk Board has steadily lifted the quotas and secured the position of licensed producers, and there is much one could say in praise of this.

However, some of the decisions made by the Milk Board are very mystifying indeed. As an illustration, I want to touch on a situation which recently arose at Bunbury when the Bunbury region was declared a pasteurised area and the franchise to service Bunbury was allotted to only one company while the other company which previously shared interests there was denied the opportunity to serve that market.

It was clear then, as it is abundantly clear now, that the Bunbury region will develop quickly and grow large, consequently representing a major market to the producers and manufacturers of dairy products in that area. The milk company that gained the franchise to service Bunbury has itself made a tremendous contribution to the prosperity of the area in which it operates. However, the company to which the opportunity to compete was denied was the first company to operate in the area. Its history goes back to the pioneering days of the district—it started with Bunbury, grew with Bunbury, and is very largely owned by the people of Bunbury.

It may be that the policy of the Milk Board to carve up the State and apportion it, part by part, to various interests has some merit, but I believe it is important that the Government itself should have a policy to bring to bear on a question of this nature. I think it is important that while we seek to safeguard the orderliness of these industries, we need the greatest possible amount of freedom within that orderliness that we can allow. The illustration in regard to Bunbury which I have used points out that unless one is prepared to permit companies to compete for markets of this nature they will be shut out.

It is imperative in the interests of the Western Australian primary producer that we seek new markets for our meat and dairy products; and, I feel that in the future we must look less and less to Europe and more and more to Asia.

I am aware that efforts are being made to obtain overseas markets, particularly in South-East Asia. However, a tremendous number of hungry people live in that part of the world, while we ourselves have an ample supply of food products. It is reasonable, therefore, to think we should be going all out to supply those people with food, and ourselves with a market.

The following is a newspaper report which appeared two or three weeks ago regarding a trade mission to South-East Asia, under the leadership of Mr. E. G. Smith:—

The seven-man mission arrived in Singapore last night on the last leg of a five-nation tour of South-East Asia to survey business prospects.

Mr. Smith said the main purpose of the tour was to determine the market extent for the goods the members represented—stainless steel and food products, transport, mining and storage equipment, commercial storage tanks and building materials.

He described South-East Asia as a great potential market for W.A. products and said that when the mission returned home on Monday efforts would be made to follow up business contacts established in the area.

I know we are making efforts in regard to these markets, but, because of the situation at home, these efforts should be intensified. We should also endeavour to educate the people overseas to accept our food products. In addition, however, I feel we should be studying their food requirements in order to determine whether or not we could produce more of the foods they prefer.

I am thinking now particularly of potatoes, because we have been told by those who have been to South-East Asia that if we were prepared to grow a yellow-flesh potato, which is small in size, we would find a ready market for it over there. I know also that many of the vegetable growers in Western Australia have found a ready market in South-East Asia.

As members know, the present law regulating the production of potatoes prohibits anyone from planting potatoes in Western Australia without the necessary license from the Western Australian Potato Marketing Board. I have already said—and I would like to emphasise it—that we should not attempt in any way to restrict people who desire to seek this overseas market. My suggestion is that they be granted a permit to grow potatoes for this purpose and that their activities and the area they plant should be unlimited in order that their enterprise might be encouraged. I do not think we will get off the ground on this matter unless we adopt that attitude.

It is, of course, important that the board should know who is growing potatoes, where they are growing them, and in what quantities, as well as the market involved. This is necessary in order that the situation can remain orderly. This applies also to the interstate market. I am told—and I have good reason to believe it is perfectly correct—that some growers in Western Australia could find themselves a good market in South Australia and the other Eastern States, particularly for Delaware potatoes. This market is not being utilised except when a surplus of potatoes occurs and then the board itself sends some to the Eastern States. The growers to whom I have referred say they know where the market is and would like the opportunity to grow potatoes for that market.

The board, on the other hand, says that this would not be economical and therefore it cannot permit this to be done. We will never know if the board is correct unless we give these growers the opportunity to grow the potatoes and explore the markets. I say again that this should be permitted provided the board, which came into being in Western Australia to regulate the supply of potatoes to the local market—and it has achieved this reasonably successfully—is kept informed as to the growers, and the quantity and area of potatoes grown, in addition to the markets obtained.

So long as the growers concerned do not do anything that conflicts with the orderliness which exists in Western Australia, we could not possibly have any objection to allowing them to have a go; and that is all that the farmers are asking. Those who have the enterprise to find markets should be encouraged to do so.

The member for Collie touched on the subject of tourism, and told us about the vintage train trip which the Bunbury Tourist Bureau organised. It was a trip from Bunbury to Collie and return and was held last Sunday. I would like to offer my fullest support to the Bunbury Tourist Bureau and the people who sponsored the trip. They have asked the Premier, as Minister for Tourists, and the Minister for Railways to give them the train, or at least to have it set aside, for tourist trips throughout the south-west. The south-west contains many wonderful tourist spots, and these could be visited in this novel way.

Last Sunday the train was packed and a great deal of excitement was evident at both ends of the journey. A great deal of work went into the project and if many future similar trips could be made, they would advertise the south-west from a tourist's point of view, to say nothing of providing the passengers with a wonderful day's outing. However, in order to make this possible, the train must be set aside for the purpose. I offer my support to the promoters of this project and I do urge the Government to do all it can to back them up.

The member for Narrogin last night made some comments on the subject of probate duty, a subject in which I too am very interested. I asked a question today concerning the money collected in probate duty since the scale was amended in 1966. I ascertained that there has been a considerable increase in the sum collected from this source. In round figures it is about \$1,500,000. This suggests to me that a very good reason exists for studying the scale again to see if the rate of duty can be eased. There are, of course, other reasons why this should be done.

The levying of probate duty comes under three or four classifications. There are four groups of classifications. The first group covers a widow, a widower, children who have not attained the age of 21, wholly dependent adult children, and the wholly dependent widowed mother of the deceased. Upon these people fall the lightest charges, and these are the people who, possibly, we ought to think of first when we consider easing the burden of probate duty. These are the ones who have contributed towards the estate and brought it to the point where it is dutiable.

The group I have mentioned used to become exempt in the event of a dual death within four years. The scale was amended so that where there was a quick succession of deaths, or dual deaths, within six months there would be a 100 per cent. release from duty. If the deaths occurred between six months and 12 months there would be a 50 per cent. reduction; from one year to two years, 40 per cent. reduction; from two years to three years, 30 per cent. reduction; from three years to four years, 20 per cent. reduction; and from four years to five years, 10 per cent. reduction.

Group two includes adult children, grandchildren, or other issue of the deceased. Here again I think consideration should be given to easing the burden of probate tax. With the ever-increasing value of land and property, this will be a burden as estates grow in value. It becomes very difficult to pass estates on from parent to child—or children—without also handing on a very heavy burden of probate duty.

This is very undesirable and is noticeable in the whole milk industry. Milk licenses go with the property, and for the purposes of probate very high figures have been placed on milk quotas. In some instances, I think, the value has been between \$100 and \$200 per gallon. On a 200-gallon quota that is a very high figure to be added to the value of an estate.

So I was interested to see that even though we altered the scale to ease probate duty in the categories I have mentioned, there has still been a rise in revenue from those duties. I suggest that when we adopted the amendments of 1966 we were influenced by the Grants Commission. However, the Grants Commission is a thing of the past, and we can now make up our own minds according to circumstances; and I now see an opportunity for the Government to offer some relief with respect to probate duties.

I want to say again that if the Government continues to pursue the course it has followed in the past, and offers encouragement and opportunity to the people,

Western Australia will progress satisfactorily. We must aim at increasing the market for our primary products.

Today, we are faced with a slump in the meat industry and, to some extent, a slump in the dairying industry. If we are able to step up industry in Western Australia and bring additional people to the State, then we will provide a market for these products. I ask the Government always to keep this point in mind when framing policies. I support the motion.

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

*House adjourned at 4.46 p.m.*

---

## Legislative Council

Tuesday, the 27th August, 1968

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

### CONDOLENCE

*The Late Hon. Sir Charles George Latham, Kt.: Motion*

**THE HON. A. F. GRIFFITH** (North Metropolitan—Minister for Mines) [4.33 p.m.]: I move, without notice—

That this House expresses its deep regret at the death of the Honourable Sir Charles Latham, a former President of the Legislative Council, Minister of the Crown, Leader of the Opposition, and member of the Legislative Assembly, places on record its appreciation of his long and meritorious public service, and tenders its profound sympathy to the members of his family in their bereavement.

It is customary for this House to move such a motion upon the death of a former President of the Legislative Council, and on this occasion it is in connection with the death of Sir Charles Latham who had a very long and varied career in the public life.

He was born 86 years ago in England and came to Western Australia as a very young boy. He worked on the land as a farmer for many years, and in 1921 became a member of the Legislative Assembly, representing the York electorate. He was the Minister for Lands and Health in the Mitchell Government, was at one time the Leader of the Opposition, and was also Leader of the Country Party.

In October, 1942, he was elected to the Senate by a Joint Sitting of both Houses of the Western Australian Parliament, and

held the seat until the election in the following year, 1943. Following this he was appointed Deputy Director of the Commonwealth Loans and National Savings Organisation and also recruiting. Sir Charles was a sergeant in the Army in World War I, and was very conscious of military matters.

Three years passed following his appointment as Deputy Director of the Commonwealth Loans and National Savings Organisation, and recruiting, and he won the East Province seat for this Chamber in 1946. In 1948 his public service to the community was recognised, for in that year he was knighted.

When I first entered this House in 1953, having previously served in the Legislative Assembly for a period, I sat next to Sir Charles Latham, where Mr. Fred White now sits; and he was of very great personal assistance to me when I came into this Chamber as a young man. He was elected President of the Legislative Council in 1958 and retired as such, and as a member also, on the 21st May, 1960.

For several years after his retirement from public life he maintained his interest in and contact with Parliament—for as long as his health permitted him to do so. I had the pleasure of seeing him personally but on only rare occasions between 1960 and his death. Sir Charles gave many years of his life to public service as a civilian, as a soldier, and as a member of Parliament; and he was held in very high esteem by both his political supporters and his political opponents.

He will, I am sure, be remembered as a true friend to many people. He leaves two sons, and we extend our very sincere sympathy to the members of his family on his passing.

**THE HON. W. F. WILLESEE** (North-East Metropolitan—Leader of the Opposition) [4.39 p.m.]: I support the remarks of the Leader of the House in connection with the death of Sir Charles Latham. Words written in books, depicting the achievements of this man during his lifetime, would never do justice to the man himself. He was, in my estimation, a great man in every sense of the word.

He came to this country in humble circumstances. He took up land at a time when it was a most difficult process to win from the land even the most humble living; yet he did so, and in the course of his lifetime was acknowledged as a successful farmer. He spent 35 years of his life serving the interests of the State in either the Legislative Assembly or this Chamber—a truly wonderful record. He was a sincere man—one who adopted his line of politics obviously because of the background he had developed in the formative years of his lifetime when he worked with his hands on and in the land.