

obtain transport. The area is serviced by water and electricity, yet not by a bus. These people are only two or three miles from the main highway but they are being denied transport, a service to which they are entitled.

The Minister for Education was very vague when he wrote a long letter on this matter. He pointed out all the disabilities and explained why such a transport service could not be provided, and he said that if we could find someone who was prepared to run a school bus, the Government would look into the matter. It is not profitable for any private person to run such a service; and people should not have to do that when there is a Government-owned transport system. I hope that the Minister for Local Government and the Metropolitan Transport Trust can come together and provide some form of transport for that area.

I am quite concerned with the subdivision of land in the Russell Road-South Coogee area. Several applications for pocket subdivisions have been made, but the town planning authority is opposed to them. I would like the Minister to indicate to the House at some stage why pocket subdivisions have been refused in this portion of the Cockburn district, and to inform the House whether there is any intention on the part of the Town Planning Department to allow pocket subdivisions in the future; and, if so, how long before such subdivisions will be allowed?

Not everyone desires to live in the metropolitan area. Those who desire to live outside the city do not always want blocks of five acres; therefore pocket subdivisions should be permitted if they are spaced some distance apart.

The Hon. H. K. Watson: How do you define pocket subdivisions?

The Hon. R. THOMPSON: They are not new; they have existed for years. There is one such area around Jandakot airport, and there is another near Naval Base. Pocket subdivisions have been defined for many years. These are not huge housing areas; they consist of 15 to 20 blocks of  $\frac{1}{4}$ -acre each set in the midst of rural lands.

In the last few weeks I have received many inquiries from people concerning the lack of technical training in the welding trade, other than at the Leederville Technical School. I have not checked up on this matter, but I believe that at the present time no such training is available at Fremantle. Some youths have to travel from as far as Medina to the Leederville Technical School to obtain instruction. We have noticed from Press reports in the very recent past that Western Australia lacks boilermakers and welders. It is not fair to expect a youth, after working at some calling all day, to journey a long distance to receive training and education.

All the facilities exist in the technical school at Fremantle and they should be made use of by the Government to instruct youths in welding. The Government should appoint instructors there so that in the near future this important trade can be taught in Fremantle, and brought up to a high standard.

Finally, I bring this matter to the notice of the Minister for Local Government: I have heard that an area of land at Point Peron which has been used by the National Fitness Council as a youth camp is being handed back to the State Government. If that is so, will the same conditions which applied to the National Fitness Council also apply to organisations which are establishing holiday camps in that area?

Debate adjourned, on motion by The Hon. E. M. Davies.

House adjourned at 5.15 p.m.

## Legislative Assembly

Thursday, the 9th August, 1962

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**ADDRESS-IN-REPLY : SIXTH DAY—**

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

**TOWN PLANNING***Tabling of Report on Metropolitan Region Scheme*

**MR. LEWIS** (Moore—Minister for Education) [2.15 p.m.]: I ask for leave to table a report on the Metropolitan Region Town Planning Scheme, and wish to advise that copies will be made available to all members after 4 p.m.

**Leave granted.**

*The report was tabled*

**QUESTIONS ON NOTICE****BODDINGTON HOSPITAL***Commencement of Additions*

1. **Mr. HEAL** asked the Minister for Health:

As it was promised by him during the Murray by-election that additions to the Boddington Hospital would be carried out, when is it expected that the work will be commenced?

**Mr. ROSS HUTCHINSON** replied:

It is impossible at this point of time to specify a commencing date; but, as promised by me, I expect that the work will commence this financial year. I make the point, incidentally, that this work was departmentally listed for commencement some months before the necessity arose for a by-election in the Murray electorate.

**GOVERNMENT PRINTING OFFICE***Attendance of Employees at C.M.F. Camp at Northam*

2. **Mr. HEAL** asked the Premier:
  - (1) What other Government Departments besides the Government Printing Office have refused its employees time off to attend the C.M.F. camp at Northam in September?
  - (2) What is the reason for C.M.F. members employed at the Government Printing Office not being given permission to attend the camp?
  - (3) Should pressure of work be given as a reason, how many members of the Government Printing Office staff are involved and in what sections do they work?
  - (4) As the Commonwealth Government is endeavouring to foster interest in the C.M.F. does he not consider this an extremely poor example to set private enterprise employers?
  - (5) Will he investigate this matter and see what can be done?

**Mr. BRAND** replied:

- (1) From inquiries made, it would appear that permission to attend the C.M.F. camp at Northam in September, has been withheld for one officer of the Department of Agriculture and three officers of the State Government Insurance Office. In each instance, other officers of the section concerned have been granted approval to attend the camp.
- (2) A full staff is required at the Government Printing Office for the period the 15th June to the 31st December each year, to ensure that all parliamentary printing receives prompt attention. It has been the practice not to grant leave during this period other than for very exceptional circumstances.

The Government Printing Office is particularly busy at present with the printing of a new telephone directory. Casual labour in the printing industry is currently unobtainable.

- (3) Three employees have been refused permission—i.e. one linotype operator, one letterpress machine operator, and one lithographic machine operator. There has been a general instruction issued indicating the leave situation as set out in the answer to question No. (2).
- (4) No. Employees may be granted two weeks' special leave on full pay in each period of 12 months to attend annual camps, and, in addition, special leave with pay made up; but the leave is subject to departmental approval and to convenience.
- (5) The policy has been laid down and there is no occasion to make an investigation.

### KING EDWARD MEMORIAL HOSPITAL

#### *Number of Representatives on Board*

3. Mr. FLETCHER asked the Minister for Health:

Will he make available the numerical representation, masculine and feminine, on the King Edward Maternity Hospital Board?

Mr. ROSS HUTCHINSON replied:

Males—7.

Females—2.

### STATE GOVERNMENT INSURANCE OFFICE

#### *Amounts Loaned*

4. Mr. FLETCHER asked the Minister for Labour:

Will he make known the various amounts loaned by the State Government Insurance Office during the years 1959-1960, 1960-1961, 1961-1962.

- (a) The recipients.  
(b) The amounts.  
(c) The dates when loaned?

Mr. WILD replied:

It would be quite unethical for the State Government Insurance Office to make public the names of its loan recipients. However, the following is the information asked for under broad headings:—

|                                     |       | 1959-60<br>£    | 1960-61<br>£    | 1961-62<br>£    |
|-------------------------------------|-------|-----------------|-----------------|-----------------|
| Commonwealth Stock                  | ..... | 149,853         | 50,000          | ....            |
| Government and semi-government      | ..... | 20,000          | 29,000          | 30,000          |
| Local Government Authorities        | ..... | 41,076          | 192,484         | 237,030         |
| Private industries and institutions | ..... | 71,000          | 71,500          | 136,500         |
| Housing loans                       | ..... | 55,377          | 51,101          | 23,286          |
|                                     |       | <u>£338,206</u> | <u>£394,145</u> | <u>£416,823</u> |

### RETRENCHED COLLIE COALMINERS

#### *Employment in Government Departments and Wages Paid*

5. Mr. H. MAY asked the Premier:

- (1) Will he state the amount paid as wages to retrenched employees from the Collie coal industry, since January, 1961, who have been given employment by the Government in the various Government departments?
- (2) What was the number of these men as at January, 1961, and how many are employed by the Government at the present time?

Mr. BRAND replied:

- (1) This information is not completely available as the men placed with the various Government departments, with the exception of the Forests Department, form part of the ordinary labour force and details of their wages were not kept separately.

The total wages paid to date with respect to men employed by the Forests Department is £94,809.

- (2) The total number of men placed in employment in February, 1961, was 318 consisting of Forests Department, 161; and other Government departments, 157. The number now employed by the Forests Department is 43, and that for other Government departments was reduced to 42 in September, 1961, since when no further details are available.

6. *This question was postponed.*

### ESPERANCE RAILWAY EXTENSIONS

#### *Location*

7. Mr. MOIR asked the Minister for Railways:

- (1) As he has advised in reply to my question of the 7th August that the location of the Esperance wharf railway extensions has not yet been determined, can he indicate when a final decision can be expected?
- (2) Who are the parties mentioned in answer No. (2) who have to reach agreement?
- (3) What is the reason for this delay?
- (4) What was the reason that maps showing the route of the railway have been displayed in Esperance for some months if a final determination of the location has not been agreed upon?

Mr. COURT replied:

- (1) Not at this stage.
- (2) The Town Planning Commission, Department of Public Works,

Main Roads Department, W.A. Government Railways Commission, and Lands Department.

- (3) The necessity to co-ordinate the full requirements of the departments concerned.
- (4) This is not known to the Railways Department. As far as I can gather this was to acquaint the local authority with the route under discussion.

### SUPERPHOSPHATE

#### *Current Prices*

8. Mr. MOIR asked the Minister for Agriculture:

- (1) What is the current price charged for superphosphate ex works in the metropolitan area, Geraldton, Bunbury, Albany?

#### *Anticipated Price at Esperance Works*

- (2) Will he indicate the proposed price at the Esperance works when it is in operation?

Mr. NALDER replied:

- (1) Current cash prices ex all five works are:—

Bulk super—

£ s. d.

9 8 6 September-October delivery.

9 13 6 November delivery.

9 18 6 December delivery.

10 3 6 January delivery.

10 8 6 February-August delivery.

Plus £2 per ton to all above prices if supplied in new bags.

- (2) It is not yet possible to indicate the proposed price ex Esperance. I might add it is confidently expected that the ruling prices existing at all the other works at the time the Esperance works come into operation will be the price that will be charged for super at Esperance at that time.

9. *This question was postponed.*

### HOUSING AT COLLIE

#### *Empty Houses*

10. Mr. H. MAY asked the Minister representing the Minister for Housing:

- (1) What was the number of empty houses at Collie—

(a) State rental;

(b) purchase;

(c) War Service Homes,

as at the 31st December, 1960?

- (2) What was the number of similar classes of houses as at the 30th June, 1962?

- (3) What is the total amount of rent lost for the same period because of such vacant houses?

- (4) What is the estimated amount of repairs spent on these houses as a result of their being vacant?

- (5) What is the estimated cost of repairs still required to vacant houses in all those classes that still have to be repaired before occupation can be effected?

Mr. ROSS HUTCHINSON replied:

|  |      |    |
|--|------|----|
| (1) Commonwealth-State Housing Agreement | .... | 34 |
| State Housing Act                        | .... | 3  |
| War Service Homes                        | .... | —  |

37

|  |      |    |
|--|------|----|
| (2) Commonwealth-State Housing Agreement | .... | 73 |
| State Housing Act                        | .... | 44 |
| War Service Homes                        | .... | 3  |

120

- (3) £27,575.

- (4) £2,123 18s. 1d.

- (5) £1,891 6s. 9d.

### T.A.B. FUNDS

#### *Misappropriation*

11. Mr. TONKIN asked the Minister for Police:

- (1) If, as he said on the 31st July, two persons who had misappropriated funds belonging to the T.A.B. had been prosecuted out of a total of three offenders, in what way was "judgment for the amount owing" secured in the third case without a court action as stated by him?

- (2) What was the total amount involved in the misappropriation of T.A.B. funds?

Mr. CRAIG replied:

- (1) In the third case the action taken was by way of summons for moneys owing and judgment by consent was secured.

- (2) £1,127 2s. 2d.

### WATER SUPPLY

#### *Charges to Revenue Account*

12. Mr. TONKIN asked the Minister for Water Supplies:

For the financial year ended the 30th June, 1962, what were the charges to Revenue Account for the following:—

- (1) Operating Expenses—

(a) Water Supply—

Pumping.

Maintenance of pipe mains.

Maintenance of reservoirs.  
Water distribution and sundry maintenance.  
Management expenses.  
Meter reading.

- (b) Sewerage—  
Maintenance.  
Management expenses.  
House connections—expenses—

(i) chargeable to householders;

(ii) not chargeable to householders.

- (c) Stormwater Drainage—  
Maintenance.  
Management expenses?

- (2) Other Charges—  
Depreciation—sinking fund contributions.  
Interest on loan fund appropriations and reappropriations.  
Interest on Government Stores suspense?

Mr. WILD replied:

- (1) Operating expenses:

|   |         |
|---|---------|
| (a) Water supply—                               | £       |
| Pumping .....                                   | 65,874  |
| Pipe mains maintenance .....                    | 72,928  |
| Reservoirs .....                                | 55,626  |
| Water distribution and sundry maintenance ..... | 385,221 |
| Management expenses .....                       | 150,444 |
| Meter reading .....                             | 42,408  |

|                                     |         |
|-------------------------------------|---------|
| (b) Sewerage—                       |         |
| Sewerage maintenance .....          | 405,722 |
| Management expenses .....           | 91,574  |
| Sewerage house-connections:         |         |
| (i) chargeable to householders      | 10,720  |
| (ii) not chargeable to householders | 17,120  |

|                            |        |
|----------------------------|--------|
| (c) Main Drainage—         |        |
| Drainage maintenance ..... | 43,451 |
| Management expenses .....  | 19,624 |

- (2) Other charges:

|   |           |
|---|-----------|
| Depreciation — sinking fund contributions ..... | £ 253,543 |
| Interest on loan fund .....                     | 1,260,976 |
| Interest on stores suspense .....               | 10,590    |

13. This question was postponed.

## MAUDS LANDING

### *Suitability for Deep-water Port*

- 14A. Mr. NORTON asked the Minister for the North-West:

Has a survey of Mauds Landing been made to establish if it is a suitable site for a deep-water port; and, if so, with what result?

Mr. COURT replied:

No; but investigations are being made by large mining companies in the area.

## IRON ORE: MT. GOLDSWORTHY DEPOSITS

### *Distances from Possible Ports*

- 14B. Mr. NORTON asked the Minister for the North-West:

- (1) What are the respective distances of—  
(a) Depuch Island;  
(b) King Bay;  
(c) Cape Preston; and  
(d) Mauds Landing;  
from Mt. Goldsworthy iron ore deposits?

### *Depuch Island as Deep-water Port*

- (2) Is it a fact that no firm decision has yet been made in respect of Depuch Island as the deep-water port for Mt. Goldsworthy?

Mr. COURT replied:

- (1) (a) 160 miles.  
(b) 230 miles.  
(c) 265 miles.  
(d) 550 miles.

These distance are approximate only. Although existing roads have been used where practicable, there has been no final location of road or rail routes to these places. In any case the Mt. Goldsworthy agreement is based on Depuch Island.

- (2) Depuch Island is the port location provided for in the Mt. Goldsworthy agreement.

A condition of the agreement is that the companies concerned will undertake exploratory, survey, and investigation work regarding such things as port and railway and have this completed within 18 months from the 27th February, 1962.

This work has been actively undertaken and good progress made but it would be unrealistic to expect finality to have been reached on details of Depuch Island development as a port.

Present indications are favourable but more exploratory work needs to be done.

## LIMESTONE IN WESTERN AUSTRALIA

### *Suitability for Treatment of Iron Ore*

15. Mr. NORTON asked the Minister representing the Minister for Mines:

- (1) Has a survey been made of limestone in the Exmouth Gulf area to ascertain if it is suitable for use in the treatment of iron ore?
- (2) If so, who made the survey and with what result?
- (3) Were any other areas inspected; and, if so, with what result?

Mr. BOVELL replied:

- (1) Yes.
- (2) The Broken Hill Proprietary Co. Ltd., the holder of a temporary reserve in this locality, is making a survey of its area, and some results have been obtained showing that limestone which might be suitable for use in the treatment of iron ore, does occur. Further testing is being carried out.
- (3) This company also proposes to examine other areas in the southern portion of the State.

## SUPERPHOSPHATE WORKS

### *Negotiations for Establishment at Esperance*

16. Mr. MOIR asked the Minister for Industrial Development:

- (1) On what date were negotiations commenced with Albany Superphosphate Pty. Ltd. to construct and operate a superphosphate works at Esperance?
- (2) Did the Government endeavour to interest any other company, either in this State or outside the State, in the proposal?
- (3) If so, what companies and where are they situated?

Mr. COURT replied:

- (1) A Cabinet subcommittee held discussions with representatives of the Albany Superphosphate Co. Ltd. on the 28th September, 1961, to initiate formal discussions to accelerate the provision of a superphosphate works at Esperance.
- (2) The Government's desires for the early establishment of a superphosphate works at Esperance have been well known for a long time and we were prepared to consider all proposals.

There was a tentative approach for the formation of a co-operative, but those concerned did not proceed with it.

The agreement with Esperance Plains (Australia) Pty. Ltd. entered into by the Hawke Gov-

ernment in 1956 and assigned in 1960 to Esperance Land and Development Company contains a provision for the erection by Esperance Plains (Australia) Pty. Ltd. or its nominee of a fertiliser works under certain circumstances but not by any fixed date. A waiver of the assignees' rights under this clause was obtained to permit the present negotiations to proceed.

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

## PRISONERS

### *Numbers of Each Religious Group*

17. Mr. JAMIESON asked the Chief Secretary:

What were the respective numbers of each religious group, as shown on prison records, of prisoners held in this State in the various institutions on the 30th June, 1962?

Mr. ROSS HUTCHINSON replied:

|                             |      |     |
|-----------------------------|------|-----|
| Church of England           | .... | 261 |
| Roman Catholic              | .... | 239 |
| Presbyterian                | .... | 41  |
| Methodist                   | .... | 32  |
| Lutheran                    | .... | 18  |
| Baptist                     | .... | 9   |
| Congregational              | .... | 7   |
| Salvation Army              | .... | 8   |
| Hebrew                      | .... | 1   |
| Greek Orthodox              | .... | 2   |
| Seventh Day Adventist       | .... | 1   |
| Mohammedan                  | .... | 2   |
| No religion, atheists, etc. | .... | 57  |

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## CHEVRON-HILTON HOTEL PROJECT

### *Utilisation of Forfeited Land*

18. Mr. JAMIESON asked the Premier:

- (1) At what stage are the negotiations with the Chevron-Hilton Hotel organisation in regard to its hotel project in St. George's Terrace?
- (2) Is this site and foundations likely to be made available for public tender in the near future?

Mr. BRAND replied:

- (1) As Chevron-Hilton Hotels Ltd. has failed to comply with its obligations under the agreement, the company has forfeited its rights and benefits in relation to the land.
- (2) No decision has been made in regard to the future use of the site. The Government hopes that it will be used for the construction of a hotel of international standard, as contemplated under the Chevron-Hilton Agreement.

**KIMBERLEYS***Upgrading of South of the River Road*

19. Mr. RHATIGAN asked the Premier:

In view of the satisfactory grant from the Commonwealth Government towards beef roads in the Kimberleys, and in the light of the publicity on these roads, what action is he and his Government taking to honour his promise to the Broome Shire Council to upgrade the South of the River road?

Mr. BRAND replied:

A sum of £20,000 has been provided on the Main Roads Department's 1962-63 programme of works for upgrading the South of the River road.

**VERMIN OFFICERS AT MERREDIN***Number and Qualifications*

20. Mr. KELLY asked the Minister for Agriculture:

- (1) How many individual vermin officers have been stationed at Merredin during the past decade?
- (2) What qualifications are necessary to be appointed to the position of chief vermin officer or assistant vermin officer?
- (3) Have all officers had previous vermin control experience?

Mr. NALDER replied:

- (1) Nine, including the three officers employed at present.
- (2) It is assumed that the positions referred to are those of Regional Vermin Control Officer and his assistant, the Group Vermin Control Officer. Qualifications for either positions are:—

Diploma from Agricultural College desirable but not essential; general knowledge and experience in control of vermin; an understanding of farming practices.

- (3) Yes.

**BURRACOPPIN STATE SCHOOL AND TEACHERS' QUARTERS***Commencement, Cost, and Completion*

21. Mr. KELLY asked the Minister for Education:

- (1) When will construction of the new Burracoppin State School and teachers quarters commence?
- (2) What is the anticipated cost of each building?
- (3) When is it anticipated that these buildings will be completed?

Mr. LEWIS replied:

- (1) Provision has been made on the current year's estimates for the building of a new school and quarters to replace the existing buildings. The commencement of the work will depend on the availability of loan funds.
- (2) An estimate of the cost cannot be given because plans have not yet been prepared.
- (3) Answered by No. (1).

**IMPORTS INTO WESTERN AUSTRALIA***Shipments From Eastern States*

22A. Mr. HAWKE asked the Minister for Railways:

- (1) What quantity of freight in tons from Eastern Australia has been brought to Fremantle by sea during each of the calendar years 1959, 1960 and 1961?

*Goods Railed From Kalgoorlie to Perth and Fremantle*

- (2) What quantity of goods has been railed from Kalgoorlie to Perth and Fremantle in each of the calendar years 1959, 1960 and 1961?

Mr. COURT replied:

Figures requested for the calendar years are not readily available as departmental records are based on the financial year ended the 30th June.

The figures supplied by Fremantle Harbour Trust and the Railways Department are on this basis. The Fremantle Harbour Trust figures are for the Inner Harbour only.

- (1) 1959—404,230 tons.  
1960—453,510 tons.  
1961—482,534 tons.  
1962—430,155 tons.
- (2) As a result of inquiries I understand that the figures required are for goods railed from the Eastern States through Kalgoorlie to Perth and Fremantle. Figures for goods railed to the metropolitan area, including Perth and Fremantle, may be more appropriate and these are also given.

|      | Perth  | Fremantle | Metropolitan Area |
|------|--------|-----------|-------------------|
|      | Tons   | Tons      | Tons              |
| 1959 | 28,991 | 9,238     | 53,674            |
| 1960 | 30,005 | 10,386    | 58,151            |
| 1961 | 30,317 | 12,064    | 77,727            |
| 1962 | 28,071 | 11,467    | 89,557            |

## EXPORTS FROM WESTERN AUSTRALIA

### *Shipments From Fremantle to Eastern States*

22B. Mr. HAWKE asked the Minister for Railways:

- (1) What quantity of goods in tons has been shipped from Fremantle to the Eastern States in each of the calendar years 1959, 1960 and 1961?

### *Goods Railed to Eastern States*

- (2) What quantity of goods has been sent by rail from Western Australia to Eastern Australia in each of the calendar years 1959, 1960 and 1961?

Mr. COURT replied:

|     |      |      | Tons.   |
|-----|------|------|---------|
| (1) | 1959 | .... | 67,189  |
|     | 1960 | .... | 87,217  |
|     | 1961 | .... | 103,326 |
|     | 1962 | .... | 105,766 |
| (2) | 1959 | .... | 42,836  |
|     | 1960 | .... | 50,809  |
|     | 1961 | .... | 69,468  |
|     | 1962 | .... | 52,325  |

## QUESTIONS WITHOUT NOTICE

### SUPERPHOSPHATE

#### *Anticipated Price at Esperance Works*

1. Mr. MOIR asked the Minister for Agriculture:

Arising from his reply to question No. 8 (2) on the notice paper, will he indicate the reasons that led him confidently to expect that the price of superphosphate ex works at Esperance will be the same as charged at other works?

Mr. NALDER replied:

The reason for making the statement that we confidently expect the price to be the same at Esperance works as at other works is that agreement has been reached that the prices for super, either in bulk or in bags will be uniform throughout the State, and it is understood that will be the position in regard to the Esperance superphosphate works which will be opened in 1964 or thereabouts.

### CHEVRON-HILTON HOTEL PROJECT

#### *Disposal of Forfeited Land*

2. Mr. HAWKE asked the Premier:

Following his answer given to question No. 18 on the notice paper, could the land in question be disposed of by the Government to any private enterprise or individual without an approach to Parliament being necessary to approve of any such proposed action?

Mr. BRAND replied:

I understand so, but I would not like to give a direct answer without ascertaining the true position from the legal officers of the Crown Law Department, which I will do.

## ADDRESS-IN-REPLY: SIXTH DAY

### *Motion*

Debate resumed from the 8th August, on the following motion by Mr. Runciman:—

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

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

MR. CURRAN (Cockburn) [2.36 p.m.]:

At the outset I wish to congratulate you, Sir, on your reappointment to the high position of Speaker in this House. I feel that the honour which has been bestowed upon you is completely justified because, in my opinion, you have filled the position with great dignity ever since I have been a member in this Chamber. I also congratulate those new members who were recently elected, and compliment them on the speeches they have made during this debate. I think each of them has presented himself to this House in an able manner, and I feel sure we can look forward with confidence to their representing their electorates in an extremely efficient way.

The first matter I wish to deal with this afternoon—and it is one I have raised before in this Chamber—is the rehabilitation and maintenance of beaches. Recently I attended a meeting of a rehabilitation committee on beaches in the Cockburn area. The committee has been extremely active in South Fremantle in endeavouring to bring about the rehabilitation of South Beach. I would remind members that many years ago South Beach was extremely popular and many thriving businesses lined the waterfront in that area. Today, unfortunately, there are several empty shops at South Beach, and those that have been able to keep going have only a meagre existence.

The neglect of South Beach by the Government is a complete scandal when it is realised that thousands of pounds have been spent on other metropolitan beaches. Recently, the Minister for Works, together with two of his departmental engineers, conducted a survey of the South



Fremantle area in connection with other matters. If the Minister and his officers visited the beach front they must have seen the havoc wrought by the elements and noticed that the beautiful pine trees which were planted there many years ago are being undermined by the surf. Also, the spacious lawns that were once crowded by thousands of people are now sadly neglected. If the Minister did pay a visit to South Beach I am sure he must have been appalled at such devastation.

I believe that representations were made recently to the Minister for Industrial Development by the South Coogee Parents & Citizens' Association which sought some assurance from the Minister that there would be no further encroachment on beach areas in the Cockburn district. I am not aware of his reply, but I hope he gave that association some assurance that this would not occur. The Minister should agree that the encroachment that has already taken place by heavy industry has been so considerable that the Government should grant some compensation at least by spending money to rehabilitate this once popular beach.

For the life of me I cannot understand why the Government is prepared to spend so much money developing other metropolitan beaches whilst leaving South Beach to fall into a state of neglect. I intend to give notice to the House that further representations will be made by thousands of people in this area who are organising petitions at the present time demanding that something be done before it is too late.

In his speech the other day the member for Beeloo made what I think was a very practical suggestion in relation to Britain's entry into the European Common Market and its consequent effect upon us. The honourable member suggested that one of the State ships be sent on a trading visit to our near neighbours and others adjacent to the Australian shores. This seems a most commendable idea. It also leads me not only to the question of the use of State vessels, but the subsequent establishment of a Commonwealth shipping line.

I am surprised that members of the Country Party do not support the proposition of building a Commonwealth shipping line; because surely the Country Party members must be fully aware, while mixing with members of the farming community, that these people are being held to ransom by the overseas shipping combines. It is logical that if we are confronted with Britain's entry into the Common Market we must discover new markets for our goods. That being so, we will find ourselves in the position of having to compete with such nations as America and Canada, and others. With the present exorbitant freight rates we are having to pay to overseas shipping lines, it will be very difficult for us to compete with these

nations; we will be priced out of any competition in an endeavour to find new markets.

When we consider that small countries like Sweden, Norway, and Switzerland have large overseas fleets, it is really amazing that a large island continent such as ours should have to rely on shipping combines; and should sometimes have to go to them cap in hand with the request that they do not increase their freight rates by 5 or 6 per cent., as they have been doing. It is a sad thing when the farmers have to approach the shipping lines to ask them to give consideration to people in the farming community, such as the fruitgrowers, who are in desperate straits.

It is a very good thing to see that so far as the fruit industry in Tasmania is concerned, the *Hobart Mercury* was the first newspaper in the Commonwealth to come out into the open and demand that the Federal Government establish a Commonwealth shipping line. I am sure the members of the Country Party must see the growing necessity for the establishment of such a line; because it is obvious that, as the years go by, shipping freights will not go down. They will rise steadily until such time as Australia is completely priced out of world markets by these overseas shipping combines.

I do not think anyone can deny that the growers of Australia are paying the shipping companies enormous amounts in freight rates. Just how enormous these amounts are will be seen when we realise that they pay up to £9 for one bale of wool; and, of course, we all know that ships usually carry 20,000 bales of wool, or more, at one time. One can imagine what is being extorted from the Australian woolgrowers by their having to pay such freight rates to these monopolistic combines.

Mr. Graham: Cobbers of this Government!

Mr. CURRAN: I would now like to touch on the question of migrant tradesmen. I feel that our efforts should not be directed so much towards bringing tradesmen in from overseas, as to the encouragement and establishment of decent facilities for apprenticeships in this State. The first thing this Government did was to destroy the very fertile ground that existed in Western Australia for the training of tradesmen. I refer, of course, to such instrumentalities as the Public Works Department, the State Government workshops, the State Engineering Works, and so on.

When the Government gets to the desperate stage of having to import migrants from overseas to work here as tradesmen the first thing that strikes us, of course, is the question of housing these migrants when they arrive here. If the

Government is to come to some arrangement in respect of accommodation for migrant tradesmen, what assistance is the same Government going to give to people in Australia who have been waiting for one and a half to two years for housing accommodation? Surely we are not going to make special agreements to house migrants immediately, particularly when we have a waiting list as long as our arm of people in Australia wanting housing accommodation to establish their families!

Even if we accept the proposition that it is necessary to bring migrant tradesmen here, there is no doubt that the acute shortage of tradesmen in this State is caused by Western Australia being a low-wage State. I have only to refer to the recent dispute of boilermakers at Kwinana to establish that fact. The reason for that dispute was that tradesmen in other States working for the same construction companies were getting £4 over the award rates; while tradesmen here at Kwinana were receiving only the award rates.

There is no doubt that the reason for the shortage is that these tradesmen are leaving Western Australia to go to the other States, where they are receiving wages above the award rate. So it would make no difference even if we did import thousands of tradesmen from England or Scotland or anywhere else, because tradesmen sell their labour for the highest wage they can get. So even if they are brought here they will still go to the other States where wages paid are reasonable and sufficient to enable them to live in some sort of comfort and at a higher standard.

It is only logical that as we continue to import tradesmen, so they will continue to go to other States. This process will certainly not change until we are prepared to pay higher wages. Accordingly the only solution for the Government is to re-establish the training facilities for apprentices in this State. It is surely scandalous that we should have boys leaving school and taking up unskilled work, only because facilities are not available for them to be trained as tradesmen.

That is one of the matters to which I would ask the Government to give serious thought. The problem will become more acute if it is not faced now. These boys who are leaving school must be encouraged to go into industry and take a course of training to provide them with a reasonable standard and wage-earning capacity. They must be encouraged to learn trades; and the opportunity must be provided for them to do so.

I discussed with the member for Melville the question of the heavy haulage trucks which have been using one of the main highways adjacent to Fremantle and Perth. I refer to the Canning Highway. To pinpoint the real complaint, I would

say that during the midnight shifts we have semi-trailer vehicles travelling to and from the waterfront from Cuming Smiths at Bassendean. As I said, these trucks travel at night while the night shifts are working; and they are proving a great nuisance to the people in the areas concerned. One can imagine the whining noise made by a truck which may be carrying 25 tons of super or coal.

Something should be done about this; and I would draw the attention of the Minister for Transport to the fact that the vibration from these trucks is affecting the homes along the highways; because the walls of some of the houses situated there are cracking quite considerably. It is most obnoxious to have these trucks travelling backwards and forwards through the night.

Surely it should be possible for an investigation to be made with a view to establishing a system similar to that which exists in South Australia, where heavy haulage vehicles are not permitted in the metropolitan area after the hours of midnight. It will be readily seen this could be accomplished easily. There is direct railway access from the waterfront, from right alongside the ship and under the gantry where the super is discharged, to the very works to which the trucks are carting superphosphate and coal. That railway line goes right into the factory to which the heavy trucks are hauling.

By the railway being used, not only would the revenue of the Railways Department be increased, but also the nuisance which is being created and which is growing increasingly bad, would be eliminated. The railway line which is laid right adjacent to the ships could be used for the haulage of this cargo to the factory after the hours of midnight. In this way the railways would derive a benefit; and furthermore, the nuisance created by these heavy vehicles creeping along the highway in low gear in the middle of the night would disappear.

I want to draw the attention of the Minister for Transport to another matter—one which has been raised by the member for Balcatta—in relation to "Stop" signs. At some time or other most members of this House have travelled to the Rockingham or Safety Bay area. If they travel along Canning Highway and turn left into Carrington Street they will reach the intersection at South Street. At one time at this intersection of Carrington Street and South Street, flashing lights were installed. They had been in use there for many years, and everyone thought it was a very good idea to have them at that intersection. Then, for some strange reason, which no-one knows, those flashing lights were removed, and in their place two "Stop" signs were erected—one in South Street, and the other on the other side of South Street at the intersection with Carrington Street.

We are faced with this situation: The motorist arriving at the "Stop" sign must give way to vehicles on his left, while the motorist on the left must give way to the one on his right. I have seen four vehicles converging on that intersection at the same time, and none of the drivers knowing what to do. One will give way to the motorist on his right; another will not move because he is confronted with a "Stop" sign; and another has to give way to the vehicle on his right. Thus we have the spectacle of four vehicles from four directions all standing still for 20 to 25 seconds, waiting to see what the other is going to do. If those "Stop" signs were not installed there every motorist would know what he was doing; each would give way to the vehicle on his right and there would be no confusion.

Much as I like "Stop" signs at certain junctions and intersections, in this instance the two signs are completely out of place. Every motorist who had been delayed by those signs was amused. They do not seem to serve any purpose at all. If the rule of giving way to the right is observed there will be no hesitation or confusion.

Having raised these few points in this debate I want to remind the Government again about my concern for the beaches in the Cockburn area and urge it to give some serious thought to that matter. Perhaps after the 1st September next some of these points might be resolved.

Another matter which must be dealt with is the failure of this Government to improve the Workers' Compensation Act. It is very strange when one reflects on what happened in the last session of Parliament when the member for Mt. Hawthorn submitted an almost unanswerable case for the improvement of the Workers' Compensation Act in this State. As a comparatively new member, the member for Toodyay, who is now the Minister for Transport, had this to say—

I appreciate the point of view expressed by the member for Mt. Hawthorn; but his move to delete the words "with satisfaction" from my amendment to his motion comes as a terrible surprise; because I thought that the Opposition in particular would be very satisfied with improvements to the Workers' Compensation Act, in the same way as we on this side would be.

I remind the honourable member that the Minister has given us an assurance. Despite the comments which have been made on his assurance, I want to refer to what he said. On the 7th September the Minister had this to say—

I can give an assurance to the House that all of these matters are being considered by the Gov-

ernment; but I am not prepared to say, at this stage, what form the legislation will take.

I do not think members of the House would expect me to state in advance what form the legislation will take. It is a recognised principle of parliamentary practice that Bills are explained at the second reading stage.

The honourable member then went on to say—

The reason behind my amendment was that I wanted to learn what were the proposals to be submitted by the Minister. We all sympathise with the injured worker; and I for one would not like to see the motion carried and thus deprive us of the opportunity of knowing what the Government has in mind on this legislation.

In the course of his speech he endeavoured to impress members on this side of the House that something substantial was to be done in regard to the workers' compensation legislation. He must have felt rather embarrassed, when the Bill was finally introduced into the House, to discover there was to be no alteration of any consequence to that legislation, other than minor amendments relating to silicosis. He expressed sympathy for the worker—I am sure he has sympathy for them—and he was personally disappointed with the amendments to the legislation which were introduced by the Minister.

The payment of medical and hospital expenses is a very important question for the worker. When a worker is injured in the course of his employment, surely under no circumstances should he be called upon to pay out of his own pocket the hospital bill, the medical expenses, and so on. We find that at present the Act still provides quite clearly that after a certain amount of money for medical expenses and hospital bills has been exhausted, the worker is left to pay for the damage caused to his body while he was working for his employer. Nothing could be more ridiculous than that!

I feel sure that something will have to be done very shortly about those provisions in the workers' compensation legislation, because the Western Australian Act provides for the lowest amount of compensation in the Commonwealth. In four States the worker is covered while travelling to and from work. It appears to me that this Government is waiting until it is forced by circumstances to improve the legislation. It will be forced to do some thing by circumstances because this is the only State in the Commonwealth which has not improved the workers' compensation legislation in the same manner as the other States—which have adopted a much more progressive and much more humanitarian point of view—have improved it.

The question of improving the provisions of the Workers' Compensation Act is really important. I would remind members opposite that they represent quite a large body of workers in their electorates; so it is not only this side of the House which is concerned with the worker. The Government has a responsibility also in this regard, and it is time it took some action to amend the Workers' Compensation Act, in view of the progressive legislation which has been introduced in the other States of the Commonwealth.

The points I have raised are worthy of commendation and should receive the support of the Government. I hope and pray the Government will do something not only in regard to the beaches in the Cockburn area, but also in regard to the workers' compensation legislation.

**MR. CROMMELIN** (Claremont) [3 p.m.]: I wish to say a few words on the Address-in-Reply debate. Today we seem to be learning more and more of things with a scientific basis from great events which are taking place throughout the world. For instance, I think that during the week before last we in Perth were able to see on our TV sets pictures that were directed by the medium of a satellite from America to England and then returned. It is my earnest hope that it will not be many years before such will be the case here, and that it will be possible for viewers in this country to see overseas programmes which, I feel sure, will be of greater value than the monotonous stuff we now have to put up with.

What I do want to bring before the notice of the House is the astonishing performance of the astronaut Colonel Glenn who orbited around the earth some few months ago. I mention this because, as a gesture to help Colonel Glenn, the Government and the people of Perth thought it would be of assistance to him if the lights of the city were left on—and such was the case. In his monotonous flight around the world I feel sure that Colonel Glenn must have appreciated this very much. Of course, we know that he did. However, as a result of this gesture by the people of Perth this city became known to some extent as, "The City of Lights"—a name that has spread throughout the whole world, and one that will remain for quite a long time to come.

That is a very good thing; but there is something I do not want to see. The City of Perth, if I might say so, is very beautiful; but we do hear some of the older people say it is becoming too big. That, of course, is progress; and there are no means of checking progress. However, if something is not done in the near future, "The City of Lights" could become "The City of Litter." This fact has been forcibly brought home to me, not so much by people from

overseas, but by Western Australians who travelled overseas and stayed there during the years 1956, 1957, and indeed 1958.

On returning to Perth, numerous people have said to me, "Have you noticed the amount of stuff that lies on the roads?" The City of Perth and indeed all the municipalities and towns in the neighbourhood—spend a tremendous amount of money on machines and manpower to maintain their footpaths and streets in as neat and clean a manner as is possible; and where one sees this litter is on the highways, the by-ways, in the parks, and even in the reserves throughout the metropolitan area. When coming to the city this morning I noticed there was a lot of litter in front of St. George's College on Mounts Bay Road.

I am of the opinion that the litter to be found on the roadside is thrown there by people because they do not stop to think. I plead guilty; and I feel certain there are lots of others here who would, too. There is an indiscriminate throwing of empty beer bottles, empty beer tins, empty milk bottles, empty cigarette packets, match boxes, cartons that once contained sweets, and pieces of paper in which sweets were previously wrapped and which are probably thrown out of motorcars by children.

I imagine that all of these things would play a tremendous part in the breeding of flies throughout the whole of the metropolitan area, particularly as they can breed in milk bottles and in papers which have pieces of sweets attached to them. Mr. Speaker, you may or may not know that last year, at the request of the Department of Health, most of the towns and municipalities in the metropolitan area agreed that they would for a certain period of time provide additional health inspectors.

These health inspectors were drawn from the University, and were students doing a scientific course of some sort or other. The intention was that they should go around the different municipalities in an endeavour to educate the people to use clean methods in the disposal of their rubbish into their bins. In other words, they were advised to wrap everything in paper before it was discarded. I understand from the health inspector in Claremont that this action did bring about justifiable results. However it cost a lot of money. In Claremont alone the cost was £300. An approach is now being made by the health authorities that the same thing be done again, but as yet I do not think a decision has been made. I believe the continual throwing of rubbish on to the streets is detrimental to health; and it is something that could well be avoided.

As you know, Sir, England is a place which is visited by people from all over the world; and this has been so for years

and years. The Government of England, and indeed all the boroughs and councils, were faced with the same problem—the indiscriminate throwing out of litter—to such an extent that they decided they would do something about it. They did do something about it in 1958, when they introduced a Bill in an attempt to remedy the situation. It is a simple measure and it would do no harm if I read it to the House. It is entitled, “An Act to make provision for the abatement of Litter” and reads as follows:—

1.—(1) If any person throws down, drops or otherwise deposits in, into or from any place in the open air to which the public are entitled or permitted to have access without payment, and leaves anything whatsoever in such circumstances as to cause, contribute to, or tend to lead to, the defacement by litter of any place in the open air, then, unless that depositing and leaving was authorised by law or was done with the consent of the owner, occupier or other person or authority having the control of the place in or into which that thing was deposited, he shall be guilty of an offence and be liable on summary conviction to a fine not exceeding ten pounds; and for the purposes of this subsection any covered place open to the air on at least one side and available for public use shall be treated as being a place in the open air.

(2) In England and Wales, without prejudice to the powers of any other person, any of the following bodies shall have power to institute proceedings for an offence under this section committed within their area or on land controlled or managed by them, that is to say, the council of a county, county borough, metropolitan borough, non-county borough, urban district, rural district, or rural parish, the Common Council of the City of London, a joint body constituted solely of two or more such councils as aforesaid, and a joint board such as is provided for by section eight of the National Parks and Access to the Countryside Act, 1949.

That Act came into force in 1958. Only the day before yesterday I was talking to a doctor who had been to England in 1957, and again in 1959, and he just returned four months ago from a further trip. He told me that today in London and in all the villages and countryside of England there is practically no litter of any sort on the roads. I was unable at such short notice to ascertain whether there had been a great number of prosecutions in this regard; but from what he told me it appears that the people, realising that it was purely and simply a matter of civic pride, had taken it upon themselves, to a great extent, to think—and

think very carefully—before they inadvertently broke the law. In other words they did not throw out an empty cigarette packet or an empty matchbox. They retained such items in their car until such time as they reached their destination.

In the next few months the Empire Games are going to be held here, and next year we are to be honoured by a visit to our State by Her Majesty Queen Elizabeth II.

Mr. W. Hegney: Commonwealth Games, aren't they?

Mr. CROMMELIN: British Commonwealth Games. It is reasonable to assume—in fact, we know—that there will be thousands of people coming here not only from the Eastern States but from all the different dominions of Great Britain. The City of Perth, the Government, and lots of people are going to spend a tremendous amount of money on parks and reserves. This work has commenced already. They are taking out all the scrub and leaving the attractive trees.

But what benefit will it be to the authorities concerned if the indiscriminate public is going to continue to litter these parks and reserves with the type of rubbish I have previously mentioned? Surely it is something to which we can give very serious consideration! In many regards legislation of this nature is not popular; but it would be a simple measure and would not affect a great number of people, because the majority would automatically stop and think; and this applies not only to men and women but to children also. There are plenty of receptacles provided in the city but it is a different matter in the country or the suburbs.

Mr. W. Hegney: Who would you suggest should administer the Act: the Health Department or the local authorities?

Mr. CROMMELIN: What is wrong with the way it is being administered now, where the local authority has the power, with the help of the health inspector, to apprehend those who are offending in this manner? I think that would work quite well because the whole thing would snowball. My belief is that Western Australians have a certain amount of civic pride and this will certainly be shown in the next few months.

It would be a dreadful state of affairs if all the people who came from England and other countries, knowing what a wonderful place Perth is to visit, both climatically and from the point of view of the city and its surroundings, were to return to tell others, “It was a lovely city, but, goodness gracious me, you should see the litter about the place!” After all is said and done, the Government is spending a lot of money asking people and encouraging people to come here, and such a state of affairs as I have outlined would be very detrimental.

It is beyond the power of the local authorities to completely control the situation; but with special legislation along the lines of the English Act which I read, we would be achieving something, and the matter would be brought before the public.

I want to deal briefly with the subject of crosswalks, although I am not going to debate them to the same extent as they were discussed last night. Unfortunately, in Claremont—perhaps I should correct that, because it is really not unfortunate. In Claremont we have a large number of schools and a large number of school-children attending those schools—both Government and private. In an area of half a mile there are five schools, which is a lot. Lights have been installed at Queenslea Drive, and these have been working for a number of years. They have been provided with push buttons in order that the schoolchildren might cross with safety.

However, letters have been received by the council from the parents of school-children and from the headmasters of the surrounding schools complaining that the children still cannot get across the road very easily. It is all very well for us to be told that the children have the right of way over the traffic; but when they attempt to cross when the lights have stopped the traffic on the left and right, the children have to contend with the traffic turning the corners. That is where the difficulty arises. The council made application to the Main Roads Department to ascertain whether a "Walk" sign could be installed at Queenslea Drive. The application was refused because, it was stated, it would interfere with the flow of traffic. In desperation, the council sought police assistance to ensure that the children could cross in safety. I appreciate the fact that there has not been a great number of accidents, but that is not the point. There should be no opportunity for accidents to occur.

A different problem arises in connection with the situation at Richardson Avenue, which is on top of the hill. The Government knows full well that on the top of the hill there is going to be a block of flats for aged pensioners. This is to contain approximately 70 flats, and members do not need me to stress the further difficulties which will arise when these units are completed.

At the moment the children from Loreto Convent—and, of course, they are all young girls—have to come down Richardson Avenue and cross the highway to catch transport home towards Perth. The council, having read an article in *The West Australian* on the 12th April, which was accompanied by a photograph of some of these small girls attempting to cross the highway, approached the Main Roads Department to see whether traffic lights could be installed at this site. Before this

application was made, members of the council themselves went to the trouble of taking a count from 3.30 to 4 p.m. when the traffic along the highway so far as cars were concerned was not anything like it would be at peak periods, which would be before 9 o'clock in the morning and after 5 o'clock in the afternoon.

It was discovered as the result of this count that there were 55 people—53 of whom were children—and 600 cars. That was in a period of 30 minutes. It gives a conflict of 33,000 in the half-hour period. This, of course, did not take into consideration those which were turning out of Richardson Avenue into the highway. The 600 cars were those which went up and down the highway. That means that the conflict over a period of an hour is 66,000. The normal conflict on which the Main Roads Department bases its requirements for lights is 45,000, and yet there is a conflict at that spot of 66,000.

But what does the engineer from the Main Roads Department say? He advises that he is not prepared to recommend the installation of traffic lights at this point, and supports his view by stating that although there is some difficulty at peak periods—and I would point out that the peak period is not from 3.30 to 4 o'clock—it is not sufficient to justify traffic lights at present. Moreover, he says the accident pattern over two years is not a serious one, susceptible to improvement by traffic lights. In other words, we are going to wait till some of these little girls are knocked over, and then the engineer in charge will give a little bit more thought to the problem!

Members can imagine how difficult it is to try to get across the highway. There are 600 cars every half-hour. A car travelling at 30 miles per hour—and there are few that do—travels 880 yards in one minute; in one second it travels 15 yards. There are 20 cars going over this place every minute, one car every three seconds. Yet the traffic engineer says it is not time and it is not fitting to put lights there at the present stage.

These are special problems. There is no crosswalk there. There should be a crosswalk. If there were a crosswalk, so far as I am personally concerned it would not be good enough; because if we are to have a crosswalk at these points, where there is a danger to youngsters, the crosswalk should have lights to enable the children to cross in safety and to bring traffic to a standstill.

We could probably have the lights regulated to such an extent that they would operate only from 8 a.m. till 9 a.m.; from 1 p.m. to 2 p.m., and from 3.30 p.m. to 4 p.m. That might be possible. If not, we should have lights there which could operate for a certain period during the day.

I would not listen to the arguments of the engineer that traffic lights are not necessary, when there is a conflict of

66,000 per hour. He suggests we should have a broken median strip. Members know how much I like median strips! I do not like them at any time.

Mr. W. Hegney: You were in favour of them at one time.

Mr. CROMMELIN: Never in your life!

Mr. W. Hegney: Of course you were! The records show it.

The SPEAKER (Mr. Hearman): Order!

Mr. CROMMELIN: That was a different sort of thing altogether. I am asking for protection for children—which has nothing to do with the dreadful thing they built down the highway. Anyway, it has gone now, thank heavens!

Mr. Brand: I don't think any of us know whether median strips are good or bad.

Mr. CROMMELIN: Of course we do not! If we have a broken median strip in front of these children, they first have to get half-way across. Admittedly they get a break half-way across, but they are still faced with the danger of crossing to the other side. Instead of having to watch two lanes of cars at once, they will have to watch only one. If we are going to have a crosswalk for the school-children, we must have control at the crosswalk so that children can cross with safety.

I take this opportunity of repeating a question. With a block of pensioner flats being built in the same place, how on earth are these elderly people going to cross the street there to get their shopping done at Claremont? They will have to go to Claremont to do their shopping because that will be their closest shopping centre; otherwise they will have to go a little bit further, to Cottesloe.

Mr. J. Hegney: They will have to build an overway.

Mr. CROMMELIN: We have overways along the Freeway. I know they were costly because I was in the company that built them. We did not make any money out of them. They were much too elaborate—and unnecessary, I think.

I am glad to see that the Minister for Police has resumed his seat, and I feel sure he is just the Minister who will give a lot of thought to these young children who day after day face the hazard of trying to cross the highway.

Mr. J. Hegney: Not only thought, but action.

Mr. CROMMELIN: I believe we will get some action, too.

Mr. Craig: Hear, hear!

Mr. CROMMELIN: That is all I wanted to say. I wanted to impress upon the House that it should give very serious consideration to keeping our city clean so that the wonderful name it has overseas can be maintained.

MR. SEWELL (Geraldton) [3.25 p.m.]: I wish to join with other members of this House in congratulating you, Sir, on being returned as Speaker. I wish also to congratulate the member for Wellington who is, of course, your deputy. I also congratulate those new members who have taken their seats in this House for the first time this session. At this stage, I would like to offer a word of advice to them, irrespective of their politics. They will find, as the rest of us found when we came here, that it is all very nice to have ideas and ideals; but when it comes to the point of getting finance to put those ideas and ideals into practice in one's electorate, it is quite a different thing.

Mr. Lewis: Don't be pessimistic!

Mr. SEWELL: Frequently members fall into a pool of frustration; but I can assure the new members that it will wear off; and by continually plugging away at the Ministers concerned—irrespective of the nature of the Government—they will find that those things most needed in their districts will come their way, even if they have to wait until the next century, as the Minister told us last year.

We find also that in contesting elections for a democratic Parliament such as ours there are all types of people who become opposed to us at various times. They have all sorts of airy-fairy notions of how finance should be spent and where it should be spent. They are very clever at spending other people's money, but never is any great thought given by such folk as to where the money is coming from.

In my opinion, the finances of this State—again irrespective of the political colour of the Treasurer—are kept far too short of loan funds. We hear a lot about decentralisation and the progress which the State and the Commonwealth may be making; but in my opinion this State would progress a great deal further and quicker if more loan funds were made available to those Treasurers who might be in office at the time and who should know, and possibly do know, the correct way to spend the money which would be allocated to them from loan funds; that is, the extra money I have spoken of.

I would like to speak, now, on the matter of water supplies in this State. I think it is a crying shame; and why more action is not taken by all of us in connection with this matter is beyond my comprehension. We know that the number of people and stock which this country can carry is gauged by the amount of water which can be conserved. We hear all sorts of rumours and statements by various people—and I have found some of them quite contradictory—in respect of water supplies. The desalination of water is one of them. Until we get around to a little bit of common thinking and

commonsense, and we are allocated more money by the Federal authorities to conserve our water, then I am afraid we will not make the progress about which we hear so much.

In my own district of Geraldton a lot of money has been spent on the provision of water supplies. Because of the know-how and commonsense of the engineers concerned in the Hydraulic Engineer's Branch of the department there were, fortunately, new bores discovered two years ago in the Wicherina basin, which was most fortunate for the town of Geraldton. But how long the bores, which are only shallow, will continue to keep a growing district like Geraldton supplied with water it is impossible for me to say. However, I can tell members that at times I am fearful of what could happen in the district if any one of the bores were to run dry or to become salty, which could quite easily happen. The last two summers have been long and dry, and the department has done a really magnificent job in keeping the water supply to the towns going in the way that it has done.

However, I repeat, not only for the benefit of the Treasurer but also for the benefit of members generally, that something must be done in the first instance to assist Geraldton, and in the second instance to help the State generally, by the allocation of more money to enable better water supplies to be provided throughout the State. As we know, this can only be brought about by the provision of more loan funds from the Commonwealth. To me, however, the matter is of national importance; and I think it is just as important as a large defence scheme, and an army, navy, or air force, or even the P.M.G. Department which, as we know, is a Commonwealth public utility. I do not think any words would be strong enough to express the thoughts I have on this matter.

There are two schemes which would provide a better supply of water, not only for Geraldton but also for the district generally, and these schemes would also serve the electorate represented by the Premier and part of the electorate represented by the Minister for Education. The first scheme I refer to is one which was proposed previously and was known as the Gingin Brook scheme. This scheme, if put into operation, would serve all the farming districts along the Wongan-Mullewa-Geraldton line, and the towns in those districts; and it would also serve the districts along the Midland line from Moora right through to Geraldton, and along the coast.

I am sure nobody would try to contradict me were I to say that that area, if given a comprehensive scheme the same as has been provided for the Great Southern, would have an enormous increase in the production of meat, wool, and cereals.

As a matter of fact if such a scheme were provided the increased production in the area covered would more than compensate for the interest and sinking fund payments that would have to be made under a loan from the Commonwealth; it would certainly be a much more payable proposition than many other schemes which the Commonwealth has assisted in the last few years.

If a scheme such as I have envisaged became a reality it would embrace all the schemes which are in operation in the small towns in the areas served. However, it would have to be taken right through to Geraldton because only the rates which Geraldton consumers would provide would make the scheme a profitable one, or even allow it to pay its way.

Some six or seven years ago, when the member for Melville was Minister for Works, and this matter was investigated, it was decided it would cost in the vicinity of £15,000,000. Such a scheme would have served the area from Moora and along the two railway lines right through to Geraldton, and probably further north to Northampton. For such a scheme, which would provide a good supply of water, the sum of £15,000,000 is very small; although, of course, we realise that a sum of £15,000,000 in those days would probably represent £25,000,000 today.

However, when we know that these days people talk airily of buying aeroplanes that cost millions of pounds, and Governments spend millions on the production of bombs, or even one bomb which will blow up another, it seems ridiculous that Governments cannot find sufficient money to provide water for districts which are sadly in need of it. There are not only the areas I have mentioned but also other districts in the State, which members in this House could speak about, which require a better supply of water than they have at the moment. There are many districts which are short of water at various times because of the dry winters we get.

The other scheme, of course, is the provision of plants for the desalination of salty or brackish water; and it would seem that because of the present knowledge of our scientists and engineers the use of desalination plants will become more than a pipe dream. What the expense will be I do not know, and I do not profess to know; and I do not think there are many members in this House who would even hazard a guess.

However, we have been told by the Premier that a small pilot plant of the type I have in mind is now being installed at Rottnest; and if it is a success, a similar but larger plant will be installed at Geraldton. That could be a saviour as far as we are concerned, at least for the immediate future; but taking into account the over-all picture so far as the districts



I have mentioned are concerned, I think some such comprehensive scheme as I envisage would have to be provided.

There is no doubt that desalination plants would tide us over our immediate difficulties, but I think we must have in view a long-range plan to provide a comprehensive scheme for these districts. There is something else which, although it may be a long-range plan, future Governments will have to keep in mind—I refer to the damming and the storing of water in the rivers which flow through the districts around Geraldton. In this regard I refer to the Irwin River, the Greenough River, the Chapman River, and the Bowes and Hutt Rivers in the Northampton district, and also the Murchison River which, as I think members know, is on the boundary of the Greenough and Gascoyne electorates.

Although some members might say that the use of these rivers for the supply of water is a pipe dream, because at various times the water that flows in them is brackish, I would remind them that scientists and engineers can do wonders these days. It is only a matter of providing the money, and the rivers I have mentioned could be treated similarly, although on a smaller scale, to the Murray River in New South Wales, Victoria, and particularly in South Australia.

Just to refer to one of the rivers mentioned—the Chapman River, which is in the Premier's district—if a million or two pounds were spent on the damming of the river and the holding back of the water in reservoirs and locks, I should say that in a period of 10 years the difference it would make to the production of the adjacent districts would be astounding. We have the climate and we have the soil, but we lack rainfall; and this means that we lack water.

I mention these things because I believe they will eventually come to pass, even though it may be in the future, and not the immediate future. In my view the desalination plant should be used to tide us over, and then a comprehensive scheme such as I have mentioned should be provided to serve both the Midland and the Wongan-Mullewa-Geraldton line areas.

I was one of those members who was very disappointed with some of the things that were not in the Governor's speech.

Mr. Brand: Aren't we all with all Governor's speeches?

Mr. SEWELL: I refer firstly to workers' compensation. There is no reference, in any worth-while way—

Mr. J. Hegney: There is no reference at all.

Mr. SEWELL: —in the Governor's speech to amendments being made to the Workers' Compensation Act this session. In my view the Government is lacking in

its duty to the workers of this State by not doing something to amend the Act this session. I have in mind one particular amendment; namely, provision for the insurance of workers travelling to and from their place of employment. Attempts to insert such a provision in the Act have been made in this House many times in past years, but on each occasion it has failed to gain the approval of another place. However, the time is long past due when such a provision should be placed in the Workers' Compensation Act.

The provision of cheap electricity in my district particularly has been agitating the minds of producers and farmers, especially in recent months. The only way that can be done, of course, is through the State Electricity Commission. The stage has been reached when farmers, producers, tomato growers and pea growers in the Geraldton electorate are pressing for the supply of cheap electric power. Such a move was talked of before, but the people in that area are now pressing strongly for power to be provided to assist in their production. There is no doubt that they are producing a great deal of wealth for the State, and they should be afforded some opportunity to enjoy electric power in the same way as it is enjoyed by people in the south-west. Those remarks apply with equal strength to the residents of Geraldton.

The town of Geraldton would be among the highest rated in the State. I am speaking about water rates, municipal rates, and also electricity charges. We often speak about diversified industries and decentralisation, but it is practically impossible to put such a policy into effect for the purpose of establishing small industries when the charges for power in Geraldton are so heavy.

I understand a move has been made by the department concerned and by the Premier, through a committee, for negotiations to be entered into for the taking over of the Geraldton power station. This power station is owned by the Geraldton municipality, and I sincerely hope that within a short period the State Electricity Commission power lines will be running up both the Wongan and Midland lines right through to Geraldton, thus placing the people living in those parts on the same footing as those in the south-west and as far south as Albany, so far as the supply of electricity is concerned.

I am hoping the export of iron ore from Talling Peak and Koolanooka Hills will soon be taking place. What the latest position is in regard to that, I do not know; but I am quite sure that if what we hope for is brought to fruition it will expedite the provision of power by the State Electricity Commission in the areas I have mentioned. It is most important that the Geraldton power station should be taken over by the State Electricity Commission as soon as possible. That

would place all of those people living below the 26th parallel on the same footing, so far as power is concerned, as the people residing in the south-west.

It would also embrace those people who live as far east as Kalgoorlie. The gold-fields areas, of course, are in a different position from the Geraldton area where growers are producing for 12 months of the year. That area will be producing wealth for the State long after we have left this earth.

As I said before, it is almost nonsensical to continue to talk of establishing light industry in the Geraldton district when it is realised that electricity charges, municipal rates, and water rates are so high. I understand that a committee is now engaged on the task of trying to bring into effect a uniform water rate throughout the State. If that is so, I would like to see the report of that committee as soon as it is available. Nobody knows better than I do the difficulties that arise when such a task is attempted. In the last few months the municipal rates in Geraldton, based on rental valuations, have been increased. In Geraldton the municipal valuation is based on the unimproved value, but the Water Supply Department bases its water charges on the annual rental value.

*Sitting suspended from 3.45 to 4.7 p.m.*

Mr. SEWELL: To deal with rates, taxes, and charges paid by the people to Government or semi-governmental instrumentalities is to tread on touchy ground. Some of the high charges which the people in the Geraldton district have to pay for water, electricity, and municipal rates are caused by insufficient planning, or lack of planning in years gone by. The water scheme was built piecemeal, and it was added to over a period of 30 years. The same remark applies in a lesser degree to the establishment of Geraldton itself. Development was not properly planned and cost much more than it should have cost.

The local authority has been put to a great deal of expense since the war to convert the electricity supply from D.C. to A.C. As a result of the rapid growth of the town in post-war years the local authority was placed in a similar position in regard to water supplies. No sooner did it spend £100,000 on new plant for water than it proved to be inadequate and a further £100,000 was required.

I agree with the Premier that the sooner the State Electricity Commission can take over the responsibility for providing Geraldton with power, at the same rate as applies in the Great Southern, the sooner will the Geraldton district make the progress which we hope it will make. If only the cost of the provision of the water scheme could be written off and we could

start afresh under a new scheme, the district would progress; but in our time we will not be able to persuade any Premier of this State to agree.

The committee to which I referred might be able to reach some decision acceptable to all, and be able to reduce the load that is being borne by the people living in the Geraldton municipal district and in the area outside of it. The State Electricity Commission would serve not only the town, but also the farming properties adjacent to the town. Those farms are distinct from the farms which are found along the Midland and Wongan Hills lines.

There are quite a number of small towns in the Premier's electorate, and they are quite progressive; but they are in a worse position as regards electricity supplies than Geraldton because they have only small plants for generating electricity, and these cannot be operated economically. When I refer to the small farms adjacent to Geraldton I mean those properties which produce peas, beans, melons, and vegetables. They are not looked upon as farms and certainly not regarded as town sites. These people are really pressing for electricity supplies.

It is not within the province of the local authority to borrow money for installing electricity plant to supply people living outside the municipal boundaries. This is such an important matter that it concerns the whole State. That is where the State Electricity Commission comes in.

I want to refer briefly to the export of iron ore from the port of Geraldton. We are all aware that last year the Bill to ratify the agreement was passed by this House. I understand that much progress has been made by the company but I am not in a position to say whether iron ore will be exported through the port of Geraldton in the near future. It is hoped that the ore will be so exported, so that we can justify the expenditure on the port by the Treasury up to the present time, on extensions to the harbour, and on dredging and deepening, so that larger vessels can use the port and tranship through Geraldton.

Lumpers form an important section of the wage earners in Geraldton. Unfortunately, owing to increased mechanisation on wharves, there is not as much work available as in the past. The only way to increase the employment on the wharf is by having more ships calling at the port.

I have referred to the question of education on numerous occasions in this House. My district has been fortunate in the provision of schools, because a high school has been established at Geraldton and a junior high school has been built in Northampton, which now comes within the Greenough electorate. We can use the high school as a gauge to indicate the

growth of the town and the district. One of the last acts of the previous Minister for Education (the member for Mt. Hawthorn) was to authorise the expenditure of some £60,000 for extensions to the high school. Two like sums have also since been expended on extensions. All that was accomplished in a period of five years. Although the value of the pound is nowhere near what it was, the amount of money expended on extending the high school is still vast.

I am mentioning this so that members will be able to realise that the district is growing and will continue to grow. It will grow much faster with the implementation of some of the matters I have mentioned. With all the money that has already been expended on the high school, it has not even an assembly hall. We all know the excuse which the Government advances: Another district has not even a high school or sufficient classrooms. That excuse may be well founded, but in my opinion it is not good enough. As I mentioned before, the Federal people can find money to do all sorts of things—to make bombs to blow up bombs, and so on—but they cannot find sufficient loan money to build an assembly hall at a high school such as Geraldton has. The student population is approximately 800, and yet there is nowhere for them to assemble, or for the staff to conduct functions, including those that are held on youth Sundays and Founder's days.

The town hall was designed 50 or 60 years ago for the population existing at that time, and it is completely unsuited for the ideas those people have. For one thing it is too far away from the high school; and, for another, it is not large enough. In addition to this, the accoustics are not the best.

The municipal authority is spending something like £80,000 of the ratepayers' money on a new civic centre, but this does not include a town hall. It consists of municipal offices and such like. Consequently I feel that the Government, in the first place, in conjunction with the Education Department, should review the situation in the very near future in order that an assembly hall might be provided for the Geraldton High School.

It must also be realised that the youth of today, in their upbringing and outlook, are quite different from those of 10 years ago. They like to feel that they belong to a community, and we have some very excellent workers in our youth movements in Geraldton. If a hall were built on education land it could be utilised. I would like to mention to the Minister that a proposition will be submitted to him very shortly about this matter. The idea is that outside bodies will find a certain amount of the money if the department will allow the hall to be built on the school grounds and also provide portion of the

money. I do not know the full details of the proposition, but I just mention it here for the benefit of the Minister and other members in the House.

Another matter which has not been taken into account when considering our young people of today is that there is far more leisure time today than there was five years ago; and I venture to suggest that in the next five years, with the way things are going as far as mechanisation is concerned, there will be a lot more leisure time available. Any Government, irrespective of its political creed, would be failing in its duty if it did not make allowances for this in its planning, particularly in regard to sport. It is an absolute must so far as our young people are concerned.

If an assembly hall were provided in Geraldton it would be used as a youth centre as well. Primarily, of course, it would be used as a school assembly hall, even though outside bodies did find £4,000 or £5,000 towards its construction.

At present, when any school function is to be held the staff is put to all sorts of inconvenience in trying to make arrangements for it. An assembly hall would prove very useful in this regard as well as for physical education and physical culture displays. I know members will agree that this is an important part of education these days. Another purpose which an assembly hall would serve would be for the staging of drama festivals and school concerts. As I say, this would be in addition to its use as a youth centre. Such a centre would have to be conducted at the discretion and under the guidance or control of the headmaster.

I hope the Minister will take a note of what I have said. He now knows that very shortly he will have a proposition submitted to him along the lines I have just mentioned; and I hope that if such a proposition goes as far as Cabinet and the Treasurer, they will view it very favourably and agree to provide either the whole of the money or at least some of it.

Housing is still, of course, very important, not only in my own electorate but right throughout the State. The commission is continuing to do quite a good job. Sometimes we would like it to work a little faster; but, of course, finance has to be considered. There is one thing I would like to criticise, apart from the lack of finance: The present Government has cut down on the number of houses made available for rental purposes. We all agree that everyone would like to own his own home; but in a place such as Geraldton—and I have no doubt this would apply to other centres—many of the inhabitants have been transferred to jobs there from other centres where they already have a home. As they are going to be in Geraldton for only two or three years, they do not want to purchase another home, and they are

precluded under the Act from applying for another purchase home. It is for this reason that more rental homes should be made available.

I do think that the present building programme should be continued; but let us have a few more rental homes for the type of people I have mentioned. These, of course, include railway men, bank officials, and people from all walks of life. They are continually clamouring for rental homes; whereupon they are told that if they submit an application, accompanied by £135 or £155, they will obtain a purchase home within a few months. But they do not want a purchase home because, as I have said, they very often have a home elsewhere.

Another matter I would like to bring to the attention of the Minister for Housing through his representative in this House is that the commission has stopped building housing for those people on low incomes. I am referring, of course, to what are known as flats. Some people call them pensioners' flats, which is not entirely correct. They are very acceptable not only to pensioners but also to other couples. The only fault I have to find under this administration is that within the last two years there has been a reduction in the number of this type being erected. I have not heard of one complained from those who are occupying these units as they give the utmost satisfaction.

The erection of a new gaol in Geraldton is an urgent necessity. I would venture to suggest the present gaol was built before anyone in this House was born, and it has been added on to until today we have a conglomeration of—I could not even say cowsheds, because I do not believe that any dairyman in the south-west would insult his cattle by providing them with accommodation of this nature. Apart from the outlook of the prisoners, we must consider the staff's point of view; and, consequently, the sooner a new site is found and money made available for a new building, the sooner everyone will be happy.

The present gaol is right in the main thoroughfare and surrounded by a high picket fence. It is in a most undesirable position in this day and age, and it should be replaced by a new building on a different site as soon as possible.

The member for Fremantle mentioned the Fremantle gaol. I had reason recently to visit the gaol on business, and I can tell members I was really shocked to actually see for myself the conditions which prevail there, not only for the prisoners, but also for the staff. The place is absolutely overcrowded, and the visit carried my mind back to history books I have read on the old convict days when prisoners were crowded into all sorts of old ships and sent to this country.

We have the necessary space available, and we should have the money to effect improvements. It seems strange that human beings are treated in such a way. Some of them have been convicted for only minor offences, and there are a number of young chaps who are in prison through their own stupidity or the stupidity of their parents. They have broken and entered premises or stolen motorcars, or committed offences of that nature. They are all herded together and treated not much better than animals, and it is well past time that the Government should make a move to immediately clear the premises away from Fremantle altogether.

The member for Fremantle also mentioned a survey of the coast which should be made in connection with fishing. I think it should cover the area from Fremantle or Bunbury right through to Shark Bay. The area concerning most of the fishermen in my district would be from Lancelin or Green Head right through to Shark Bay. Several tragedies have occurred in the last few years when boats have been lost or wrecked along the coast; and I agree with the member for Fremantle that a coastal survey should be made in order that more lights might be provided. There should at least be lights at the Abrolhos Islands. They were promised some years ago if the fishermen's association in Geraldton did something towards that end. During these later months I have heard nothing about it.

In this connection, of course, the member for Fremantle also made mention of shelter points. Areas could be set aside and charted so that fishermen travelling from Fremantle to Shark Bay would know, if a storm arose, that there were certain places where they could shelter until the storm blew itself out.

The crayfishing industry in Western Australia has grown to very large proportions so far as the finance it brings into this country is concerned. Most of this finance comes, of course, from America. I would like to say that the general opinion amongst fishermen seems to be that the department is doing a good job, and action has been taken on the recommendations of the fishing committees towards safeguarding the industry; and this action is appreciated. We would like more inspectors appointed because it is most important that the industry be patrolled, since it is an industry which can lend itself to abuse; and if it were abused to any great extent it would not be long before it would be ruined and the work put into it over the years by the Fisheries Department and the fishermen themselves would be lost.

Members all recall what happened earlier this year when three cray boats were caught in a closed area off the Abrolhos Islands. The owners of those boats

were prosecuted because they were found to be freezing crayfish out to sea. The fine was somewhere about £500 each; and they were informed that if they were caught again they would lose not only their pots but also their boats.

Members will recall that two years ago the present Minister brought down a Bill amending the Act so that one would think we were almost in Nazi Germany, or some place like that. But I understand that the proposition was put forward by the Fishermen's Association and others associated with crayfishing in Geraldton; it was their idea to include the penalties then contained in the amending legislation so that the industry would be safeguarded.

Mr. Ross Hutchinson: Not quite.

Mr. SEWELL: That may not be quite so, but the people I have mentioned did have a big hand in it. They would have certainly supported the Minister fully.

I believe that 98 per cent. of the fishermen are genuine, and it is just the few who kick over the traces. I know that the fishermen would be right behind the Minister if they were satisfied he was doing his best for the industry. I ask the Minister to try to do something about making more inspectors available. Of course, boats have to be supplied. I do not think there is another industry in Western Australia that is so open to abuse as crayfishing.

Mr. Ross Hutchinson: I would like to get 10 more inspectors at least, but it is very difficult to persuade the Treasurer to give me so much money.

Mr. SEWELL: Thank you, Mr. Minister!

Mr. Brand: Poor old Treasurer!

Mr. SEWELL: He can always get some more. I understand that a boat has recently left Geraldton to enter the tuna fishing industry. This, of course, is a new venture as far as Western Australia is concerned, but I know that everybody wishes the owners of the boat concerned every success. We all hope the tuna industry will grow and that Geraldton will be the site chosen for the headquarters. I believe that tuna can be sold in America.

The jetty facilities provided at Geraldton by the present Government are greatly appreciated, although the previous Government was working on the scheme. The only grievance we have now is that it will have to be enlarged, and that will involve more expenditure by the Treasurer. The crayfishing industry cannot be neglected, and we must have a larger jetty. Tenders were recently called and let for the construction of buildings for the officers of the department; and this, of course, is all to the good. These officers were housed in crowded conditions, and I am sure the building of new offices will give satisfaction to everybody concerned.

As I said before, at all times, and particularly prior to an election, we have heard over the years the cry of decentralisation of small industries and all that sort of thing—breaking eggs with a big stick, and so on—but I do appeal to the Minister for Industrial Development to guide industries to localities outside the metropolitan area wherever that is possible. We should also continue the work of trying to find more new industries; it does not matter how small. I would prefer to see them head towards Geraldton; and if the Treasurer would see that the money was made available for the State Electricity Commission to operate in the area, I have no doubt that before long we would have some small industries there. It would not matter if they were only making shirts; it would do something to help decentralisation.

Mr. Brand: That is the most difficult industry of all.

Mr. SEWELL: Last night we heard that the population of the State was 754,446; and—I think—that of the metropolitan area, 450,000. To my mind it is a bad thing that so much of the population is in the metropolitan area. The Minister for Industrial Development is in a key position to see that any new small industries are kept away from the metropolitan area as much as possible and put in the country districts.

For many years members have heard me speaking about Geraldton Harbour. We are now in the fortunate position of having had a dredge working there for some time, and another arrived last week to work on the outcrop reef at the entrance to the harbour. All our thanks go out to the Government, the Treasurer, and the Minister for Works for bringing that about. Of course it was a must: we had to have the entrance to the harbour dredged deeper. We only hope that it will not be long before the Treasurer will find more money out of that very big bank of his.

Mr. Brand: What I have to do is find some money to put into it.

Mr. SEWELL: If the export of iron ore is to go through Geraldton, we will have to have another land-backed berth.

Mr. Brand: We hope to make available £300,000 for the harbour on this year's Estimates.

Mr. SEWELL: That is not last year's?

Mr. Brand: No; to meet the expenses this year.

Mr. SEWELL: That, of course, will be very welcome. I was at first a little afraid that it was £300,000 that had been put on last year's Estimates and was still there. I assure the Treasurer that this money will be very much appreciated as the harbour is important, not only to the townspeople, but to those right throughout the district. However, I can assure him it will be appreciated in our area.

We all know that Co-operative Bulk Handling built a huge silo with all the very latest devices in it. It is certainly a credit to the farmers who financed it; to the people who brought the scheme into fruition, including the engineers; and to everybody else connected with it. The only fault we find with it is that it is a push-button affair, and it will do away with a lot of labour. However, we will build up our labour force when the railway is standardised and when we export all this iron ore we have heard so much about.

I would like to commend the member for Avon who, in his maiden speech, made a strong appeal for more consideration to be given to people living in the country, particularly the working people. They should receive more amenities and better consideration all round. I include Geraldton in the country because we find that because of the distance by rail, road or even air from the metropolitan area, the freight rates are high. Although the position is improving, this is one of the main factors in the high cost of building and living in that area.

Recently, a group of business men, and other organisations concerned, put a proposition to the Federal Treasurer for the Geraldton district to be placed in zone B for the purpose of taxation. This would be of considerable benefit to the people in that area. I have not the Federal Treasurer's remarks with me; but he said, in effect, that even though it was acknowledged that Geraldton was a high-cost-of living town when compared with other towns, we had so many other worthwhile things there that we were quite all right. I suppose we have the best climate and beaches in the world—in Western Australia, anyhow—but we cannot live on scenery. Therefore, I think the Federal Treasurer should have paid a little more attention to the claims made by that committee.

The member for Murchison had something to say about the electors in zone B when he made his speech on the Address-in-Reply. I agree with him, and I think it is ridiculous to draw a line through the State at the 26th parallel, and say that a person on one side is to get consideration and a person on the other side is to get nothing at all. It seems to me to be a strange way of doing things.

In concluding, I would like to place on record my thanks to the people right throughout my area. The Premier knows the people to whom I am referring, and I am sure he will agree with me. Most of them work for the betterment of the towns and the districts without any thought of any reward or even pats on the back or kudos of any kind. What I am saying applies not only to the people in the towns, but right throughout the district. I do not intend to mention

any particular organisation. Members know them all and the amount of work they do. They are really the salt of life as far as those areas are concerned; and I repeat that I want to place on record my appreciation of the work those people do.

Again, I draw the attention of the Government to the items I have mentioned. They are most important, not only to the Geraldton district, but to the whole of the State. If the requirements of the district are provided, production will increase and more exports will be made available, with advantage to the Commonwealth Treasury. I think the Federal Treasurer should do the right thing and make more money available for loan funds of the Treasury of this State so that the works I have mentioned can be proceeded with.

**MR. O'CONNOR** (Mt. Lawley) [4.47 p.m.]: I would like to take this opportunity of congratulating you, Mr. Speaker, on once again achieving the honour of being elected Speaker of this House. It is the position we saw you hold through the last three sessions of Parliament, and one which you filled with both efficiency and impartiality. I sincerely hope you will hold it for many years to come.

I also offer congratulations to the members who regained their seats in this House, and also to the new members who have been elected. I am sure, from what we have heard from the latter, they will contribute much to the debates in this House. I would also take the opportunity of expressing my sincere regrets to the wife and family of the late George Roberts.

Following the redistribution of seats, I was fortunate enough to win the seat of Mt. Lawley. It is an electorate that retains approximately six and a half thousand electors from my previous electorate of North Perth. I take in approximately fifteen hundred electors from the old East Perth seat and about three and half thousand from the old Mt. Lawley electorate. The requirements of the people in this electorate are practically the same as those of the people in the previous electorate that I represented. I was fortunate enough, however, to have an additional three schools—including the Mt. Lawley High School—included in my constituency.

A very worthy organisation situated in my area is the Spastic Centre in Vale Road, Mt. Lawley. It would be well for all members to have a look at this home. It is pitiful to see the condition of some of the children there; and anything we can do for them would be little enough.

Another organisation in my electorate is the War Veterans' Home, which is situated in the pine plantation at Mt. Lawley. That home does a wonderful job

in accommodating and entertaining elderly ex-servicemen and women, and it is very nice to see the conditions that exist there. Recently a bowling green has been installed, and members can spend quite a lot of time on it.

There is, however, one point that needs mentioning in regard to the home, and that is transport. I have been in touch with the M.T.T. and other departments concerned in an effort to have a bus taken closer to the War Veterans' Home. Many inmates are partially incapacitated. There is one chap there who has only one leg. Most of them are fairly elderly, and some are not capable of walking very great distances. The nearest bus stop to the war veterans' home is approximately half a mile away. Therefore, these incapacitated men are obliged to walk that distance should they desire to travel by bus to the city or to some other suburb to visit their friends or relatives.

It is anticipated that Alexander Drive will be extended through the pine plantation to Dianella in the next year or two. I would urge that this extension be expedited; because, if it is, it will not only reduce the distances that buses have to travel along Walter Road, but also will provide a convenient route for people to walk home to Dianella; and, further, will provide a much more convenient bus service for the members of the War Veterans' Home.

Last night I was extremely interested in the discussion that took place on the traffic question and the remarks of many members on the subject. Because of the Commonwealth Games being held in this State in November next there will be a large influx of overseas and Eastern States visitors which will bring about a greater density of road traffic. This could definitely lead to Western Australia having a greater number of road accidents and fatalities this year than in any other past year. Therefore, I think every precaution should be taken to keep the death toll on the roads down to a minimum.

I know the Government and the National Safety Council are fully aware of all the facts and are doing everything possible to minimise the appalling number of deaths on the roads; but if any member has any contribution to make which will reduce this road toll and which is worthy of implementation, then every endeavour should be made to see that it is implemented.

Some members said that one of the main causes of road accidents was the carelessness of drivers. That is quite true. If drivers took more care on the roads I am certain the accident rate could be reduced; but I think it is necessary that more care should be taken at the initial stage, when a person is being taught to

drive, to ensure that such person is given expert tuition in order to make him a fit and proper person to drive a vehicle.

At present, any person holding a driver's license can operate as a driving instructor. We should give consideration to the licensing of driving instructors to make sure that, before they can give tuition to any would-be driver, they pass a proper test to prove their competency to teach other people to drive.

Another factor which has contributed towards the large number of road accidents is the use of faulty or unroad-worthy vehicles. Admittedly, over the years, we have seen many old model cars and trucks put off the road because they are considered to be unsafe; but I am quite certain that there are still a great number of cars on the road that are not roadworthy, and that they contribute towards the large number of road accidents that occur.

The most important parts of a vehicle that should be constantly checked and kept in good repair are the steering mechanism, brakes, and tyres; but it is these parts that are generally in bad shape on old model cars, and the driver of such a vehicle has not much chance of getting out of trouble in an emergency.

I do not think that speed is the greatest contributing factor in the increasing number of road accidents. I think it will be generally admitted that one person can drive a car at 50 miles an hour with very little chance of being involved in an accident; whereas another driver, travelling at 30 miles an hour, could be a real hazard on the road because his reactions are slower. Unless the road accident rate does decrease, there is no doubt that car insurance premiums in this State will be increased. Recent High Court decisions awarding large amounts for damages to those people involved in motorcar accidents will no doubt influence the insurance companies to take steps to increase their premiums.

Mr. Brand: Car insurance premiums in this State are low in comparison with those in the Eastern States.

Mr. O'CONNOR: That is so. I believe that the premiums in this State are only about half of those in South Australia and only about one-third of those in New South Wales. Unless the road accident rate decreases the insurance companies may find it necessary to increase their premium rates, especially, as I have already pointed out, in view of the recent High Court awards.

Mr. J. Hegney: Unfortunately it is the good drivers who are penalised.

Mr. O'CONNOR: That is so. At present there are quite a number of policemen in plain clothes who travel around the metropolitan area in ordinary vehicles for

the purpose of apprehending any drivers who breach the Traffic Act and to obtain convictions. I am a firm believer in the policy that a cure is better than a conviction. I would much rather see policemen patrolling the city and suburbs in vehicles which are plainly marked with the words "Police Department".

On many occasions, I am sure, members have seen a driver exceeding the speed limit or otherwise breaking the law; but as soon as a traffic policeman looms in sight he reduces his speed very smartly in deference to that officer. If police cars had markings on them to indicate clearly that they were police cars, I am sure it would have a good effect in preventing many breaches of the traffic regulations in this State.

I would ask the Minister to consider the following suggestions: That driving instructors be licensed; that consideration be given to police cars being clearly marked to indicate that they are police cars; and, finally, that wherever possible, a constant check be kept on vehicles to ensure they are roadworthy.

Following up this last suggestion, perhaps, in some way or other, a sticker could be attached to a car once it has passed a vehicle inspection by a member of the Police Force. This would give some indication that the car has been checked, and the driver would not be held up at some subsequent stage of his journey.

Mr. Craig: Such a sticker is attached now to a vehicle indicating that it has been ordered off the road.

Mr. O'CONNOR: I think perhaps a sticker could be placed on a vehicle once it has passed an inspection, indicating that it has been checked and proved roadworthy, and thus obviating the possibility of its being checked two or three times in a short period. I was pleased to hear the Minister remark that of the 25 policemen who are to be appointed to the Police Force in the near future 15 will be attached to the traffic patrol section. I commend the Minister for his action in that regard.

Another point worthy of consideration is that whenever a person is involved in an accident, no matter whether he is in the right or wrong, it should be compulsory for him to submit himself for a further test as to his driving ability before his driver's license is renewed.

At this point I would like to raise strong objection to the remark of the Leader of the Opposition that a member could be obtained from this side of the House to assume the office of Speaker should Labor win the Bunbury seat. That is a reflection on every member on this side of the House; and if the Leader of the Opposition has anyone in mind he should disclose the name of that person. But I do not think he has anyone in mind. In my opinion it is a cock

and bull story, and what he said was said in an effort to pull the wool over the eyes of the electors.

Mr. Toms: That's no cock and bull story.

Mr. O'CONNOR: Speaking of cock and bull stories and of pulling the wool over the eyes of electors, I can go one further. I do not think any member of the Opposition would deny that when the election for the Mt. Lawley seat was held several Labor members attempted to get an Independent Liberal to stand for the seat. They not only canvassed for an Independent Liberal to stand, but I believe they were prepared to put up the finance and support this candidate. In fact, signs were printed in support of an Independent Liberal candidate for Mt. Lawley; and will members deny that these signs were actually ordered by a Mr. Hartrey of The Trades Hall?

MR. TOMS (Bayswater) [4.54 p.m.]: I join with previous speakers in offering my congratulations to Hon. J. M. Hearman on his re-election to the important office of Speaker for the ensuing term. However, unlike the member who has just resumed his seat I will not say that I hope he remains in office for many years to come; unless, of course, following the outcome of the Bunbury by-election in a few weeks' time, he may perhaps be prepared to carry on subsequently as the Acting Speaker for the Labor Government.

I also congratulate the newly-elected Chairman of Committees, the member for Wellington. I believe he will do a particularly good job in that position. His stay in office, however, may also be brief. To the newly-elected members I offer my congratulations also. I have enjoyed the opportunity of hearing them speak at some stage during this debate; and whilst I would have liked to see them on this side of the House, nevertheless the numbers remain in favour of the Government, which enables it to retain the majority in this place.

It is indeed regrettable that this House should be left so much the poorer by the passing of one who was regarded by all members of this House, no matter on which side they sit, as a perfect gentleman. I refer to the late George Roberts, who was the member for Bunbury and Chairman of Committees in this House. No matter where one met him, either in the Chamber or outside, he was always the same.

I was extremely friendly with the late member. To him goes the glory of having served well and faithfully the members of this House, and of having been a friend of every member of this Chamber. I would ask for my sympathy and that of other members to be extended to his widow and relatives in the hope that when they know of the esteem in which he was held by us it will prove to be some consolation to them in their sad loss.



Last Tuesday week, during the debate on the Supply Bill, the Leader of the Opposition spoke of the changed outlook of both the State and Commonwealth Governments in regard to finance. Of course, a similar attitude is being adopted by Governments all over the world. When people used to speak in thousands of pounds it was regarded as being high finance; but now, when one speaks in millions, not much attention is paid to the matter.

It is not only this changed attitude which is evident; there is something else which, I think, is more insidious, and which, coupled with the trend of which I have been speaking, could lead to disastrous results. I believe that in the field of Government itself a changed outlook is developing. By that I mean the respect that used to be shown to Parliament and its members seems to be diminishing.

We have only to read the articles in the daily Press to realise how this trend is developing by the way members are now being addressed. Irrespective of party politics, or of any political party, I am not one who believes in the sentences that one often sees in Press articles such as, "Brand did so-and-so", or "Brand did this, or that", because they are not conducive to creating any respect for Parliament and its members. There was a time when members, irrespective of whether they sat on this side of the House or on the other side, were addressed by their correct titles, and each member was treated with due dignity. I can only hope that the Press will take cognisance of my remarks this evening, and that each member will again be addressed by his proper title, and the dignity which this House and its members deserve will thus be maintained.

Further, the days of fair Press reporting seem to have gone by the board. Many members have looked back with longing to the time when the monopoly Press which exists in this State today did at least publish an impartial report of the proceedings of Parliament and of events outside. But I am afraid the reporting, or the news with which we are being fed, is not in the best interests of the public today. I am not blaming the reporters themselves for this. I believe that the reporters do an excellent job, and present the facts to their respective editors. It is possible that the editors are unwittingly trying to do something which, I feel, will later boomerang on themselves.

We know there has been for some time now a hypocritical attempt to tie socialism in with communism, and in this way to link the Australian Labor Party with communism, with a view to reducing the effectiveness of Labor members. I believe that the members on the other side of the House who, at the commencement of this Parliament took the same oath which was taken by members on this side of the House, would not for one minute doubt our

sincere loyalty to our Sovereign Queen. I am sure they would not think that we were less loyal than members on that side.

Yet we have a Press prepared to endeavour to tie this particular party up with communism simply because it does not conform with the particular wishes of the Tory element in the land. The "ism" with which they are trying to tie us up is contrary to our way of life, and if they succeeded it would reduce humans to little better than a number. If the Press is not particularly careful in the framing of its leading articles, and in its attempts to link this party up with things of which it will have not a bar, then the only bulwark between record profits, high dividends of companies, high rates of interest, and communism, will be weakened tremendously.

If the Tories wish to continue in this way—the average worker with his few shillings will not lose very much—I can only hope that their insidious propaganda will be known for what it is before it is too late, and before any real damage is done.

I would now like to touch on a few matters which are of general interest. I refer firstly to the excellent work done by the kindergartens in this State. As members know, this has been mentioned before; and I agree that these kindergartens are doing an excellent job. I have had a complaint from a kindergarten in my electorate to the effect that while the Government does, with one hand, make grants, it also does, with a rather larger hand, take back a fair slice from the kindergartens by way of water rates.

I do not know whether there is anything in the Act which could prevent this; but I would suggest to the Premier that if it is at all possible to relieve the kindergartens of this water rate—they realise that they must pay for excess water—then it would be of great benefit to them. We have all received copies of a screed from the Kindergarten Union, and I am sure most members will appreciate the work that is being done in that direction.

Those members who were here when I spoke on the matter will recall that I indicated the policy of the Government in disbanding the day-labour force of the Public Works Department was one which would lead to a shortage of tradesmen and apprentices in this State. Willy-nilly, however, the Government went ahead; and, as a result, today we have the spectacle of an acute shortage of apprentices and of tradesmen. Yet when the Premier and the Minister for Industrial Development pipe up in response to any questions on this issue, they say, "The unions did not assist us."

From the word "go" the unions, together with members on this side of the House, warned the Government of what would take place; but the Government was not prepared to heed that warning. Yet the

Government now expects members of the unions to drag down their standards to such an extent that apprentices should be trained for only four years instead of five years, with the Government perhaps paying employers prepared to let these lads go to school for an extra day or two during the week to secure a training.

I say "go to school" because the technical colleges are the only places where these lads can learn their trades. These days, in all shops and buildings, a lad usually gets stereotyped work and until he goes to the technical college—and until that time he will never really be fit to be called a tradesman. Some members will say that in the olden days they never had technical training. To that I would reply that in those times there was not the competition and the fast construction there is today.

Another factor which has contributed to the acute apprentice shortage is the so-called subcontract work. Only recently I visited a street in Dianella in which a group of 22 houses had been erected by subcontract. The oldest of these houses had been up two years; and, of the 22 houses, 17 had to be treated for white ants. In one particular house the lady had been in the home for only five months when she found the wall cupboard falling off. That indicates how much care is being given to subcontract work. The same standard of workmanship is not being put in today as previously.

When I first started clashing with the Minister for Works about this programme of day labour he indicated that if private industry did not absorb the tradesmen he would have another look at it. I feel that the only thing he looked at was the decreasing numbers from month to month; because he must have realised that the tradesmen were not being absorbed here at all—they were going east, where they were getting better conditions. When I asked the Minister if he had had a look at this aspect, he said it was quite all right. Events have proved whether it was quite all right or not!

It was said by the Minister for Industrial Development that there were plenty of jobs around, and nobody should be out of work. I have the latest figures as at the 29th July, showing the number of vacancies in the various States and the number of unemployed registered. They are as follows:—

| State            | Number<br>Registered<br>for<br>Employment | Vacancies<br>Registered |
|------------------|---|-------------------------|
| New South Wales  | 34,869                                    | 7,371                   |
| Victoria .....   | 26,160                                    | 5,951                   |
| Queensland ..... | 16,284                                    | 1,794                   |
| South Australia  | 6,686                                     | 1,517                   |
| Tasmania .....   | 5,609                                     | 505                     |

In Western Australia—that is our own State, where we are told there are jobs for everybody—we find there are 5,320 people

registered for employment, while there are 929 vacancies registered. It would certainly seem that there are not jobs for all!

Mr. J. Hegney: What is the total Australian figure?

Mr. TOMS: It can be seen that there are 10 per cent. registered for vacancies for employment.

I often wonder whether the Government is sincere in its attempt to create employment, or to keep employment at a high level. There was a time when this was referred to as "number unemployed". Now it is referred to as "high employment level". Of course, that does possibly cover up the number of people who are unemployed. I do not propose to deal with that aspect any further.

I will now pass on to a matter which was touched on last night. In the *Sunday Times* of the 29th May there was a large headline which read, "Alarmed Government May Increase W.A.'s Traffic Police." We are told that the force had been increased by 25. As I indicated last night, I do not think the force will be effective unless we are able to ensure that the roads are patrolled in a more effective manner. We talk about traffic conditions and preventing speedsters from doing things they should not; but the most effective manner to control speeding is for policemen to be seen more frequently on the road. There is nothing more certain to ensure one putting one's foot on the brake than the sight of a policeman's helmet in the rear vision mirror.

Once a policeman is seen there is a general slowing down in traffic. Even people who are doing 35 miles an hour slow down to 25 miles an hour for some reason or another. If I happen to be doing 35 miles an hour, I keep on at that speed. I did indicate, however, that policemen around corners are causing considerable inconvenience to people. I quoted the case of a friend who, though innocent, was picked up at the intersection of Napoleon Street and Stirling Highway by a policeman who was waiting on Leake Street. This friend was travelling from Napoleon Street along Stirling Highway. He had passed clear over Napoleon Street but had not quite made the other light about 50 ft. up the road on the diagonal before it turned red.

He was not charged with speeding, but with going through a red signal. He defended the case and won it; but it cost him £20 to do so. He may have got off lighter had he pleaded guilty; but he thought he should defend a cause which he thought was right. No doubt other folk have gone through and have not been pulled up; or if they have they have paid the fine and probably got off much lighter.

There is one matter in Perth to which I hope the Minister for Police will give some consideration. The point to which I refer is, I think, the only non-right-hand turn in the city block at night. It is the turn into Hay Street. Many motorists have been caught at this corner. I do not know why this should be the only non-right-hand turn in the city block, but I would be pleased to be told. It is not easy to see the sign in the glare of the lights around it; and when people come into the city they are not looking for a sign telling them there is no right-hand turn, particularly when it is the only non-right-hand-turn street. On one occasion there were two policemen sitting on their bicycles in Barrack Street waiting to catch offenders turning right into Hay Street. It is not necessary to keep this a no-right-hand-turn street at night; and I hope the Minister will take some steps to eliminate it.

I would like to ask the Minister for Police if he would give consideration to local authorities licensing their vehicles in the same manner as Government vehicles are licensed. I believe this would assist the local authorities. Perhaps a special number plate could be produced and the local authorities could use the block registration rather than have to register each particular vehicle. This has been mentioned to me by a couple of local authorities; but I do not think they have made any official approach yet.

I am pleased to see the Minister for Education is in his seat. I desire to read to the House a cutting taken from *The Sunday Times* of the 8th April, 1962, which is headed, "Union Hits at Schools" and reads as follows:—

#### Building Lag:

New class rooms are more important to education than mosaic facings, the State School Teachers' Union of W.A. claimed this week.

The union attacked a lag in the construction of new high schools in an editorial in the W.A. Teachers' Journal.

The editorial said: "Mosaic facings such as are being used at Swanbourne High School undoubtedly add to the attractiveness of the building.

"But the justification of this type of extra is difficult to uphold."

The article goes on to say, among other things, that the most urgent concern is the completion of these schools.

I will now refer to some questions I asked in 1961 as they will indicate to the House the concern I feel in regard to the completion of high schools. On the 17th August, 1961, I asked certain questions regarding the completion of the

Embleton High School; and again on the 28th September, 1961, I asked the Minister for Education the following questions:—

- (1) Since my previous questions on the 17th August, 1961, is he aware that substantial retrenchments have occurred on the Embleton High School?
- (2) Will these retrenchments delay completion of the school?
- (3) Is it correct that credit conditions have prevented the materials supply and this is the cause of retrenchments?
- (4) Has the Government any plans for assisting the contractor to overcome these difficulties?
- (5) In the event of its appearing that the school will not be finished on schedule, will the Government take over the contract and complete the same with day labour, so as to ensure that this high school will be ready for opening at the beginning of the 1962 school year?

The answer to question No. (1) was "Yes." The answer to questions Nos. (2) to (5) was as follows:—

- (2) to (5) Negotiations have taken place with the contractor and it is felt that normal work will be resumed next week.

There was a terrific amount of detail given in that answer! Again, on the 3rd October, I asked the Minister for Works the following question:—

- (1) Further to my question No. (7) of the 28th September, 1961 re Embleton High School, will he inform the House of the negotiations which took place between the Government and the contractor, so as to enable the resumption of full operation of tradesmen?
- (2) In view of the fact that first-year Embleton High School students have, in the uniform of the Embleton school, attended various other schools during this year, will this high school be completed in time for them to commence at Embleton at the beginning of 1962?

The answers were as follows:—

- (1) A general discussion regarding financial arrangement took place with Sloan Construction Pty. Ltd. on Thursday, the 28th September.
- (2) The contractor hopes to complete the school by the completion date in the contract; namely, the 9th February, 1962.

My concern was so great that I asked those questions. What has been the position? This school is not yet completed.

The bulldozers and concrete mixers continued right throughout the first term; and nothing could be more distracting than a noise like that going on outside a classroom.

Next door to me lives a brilliant girl who works hard at her study. However, this noise and confusion at the school was very upsetting to her; and if she was upset, no doubt many other scholars were too. I ask the Minister to see that this does not happen with regard to the Ashfield or Cyril Jackson schools and that he make sure the children do not transfer from Perth Girls School and other schools to the Cyril Jackson School while work is going on. It is not fair to the children in regard to their education. They are in their first, second, or junior years at high school, and they should not have to put up with this noise. They are in the critical years of their school life and are just starting to settle down to hard study. Children should not be allowed to attend a school until the building is ready for occupation. I hope the Minister will take particular notice of my remarks because many people in my electorate fear the same will happen at the Cyril Jackson School. However, I hope it will not, as it is most upsetting.

The member for Mt. Lawley said he was very fortunate because in his new electorate he had three more schools. I do not know whether that is being fortunate or not. However, it certainly means more worry for the Minister for Education as pressure is brought to bear from all quarters. In the small electorate I represent—as the Minister for Education well knows—there are no fewer than 11 schools. There is one high school, seven State schools, and three convent schools.

There is another problem—no doubt it is not peculiar to my electorate—with regard to the placing of children in the various schools. In my electorate the Hillcrest School and the Embleton Primary School are about half a mile apart. Kiddies living in Drake Street, which is at the back entrance of the Hillcrest School, have to travel half a mile to the Embleton Primary School because the Hillcrest School is packed. Despite this, another two rooms are being added to the Embleton Primary School. That school began with two rooms and four grades. Two rooms were added, and now there are to be a further two rooms.

Both the Minister and the department have been approached about this matter, but the children have to walk a long distance to school despite the fact that there is a school right alongside where they live. I cannot see the reasoning of the department when there is a school right on the doorstep of where these children live. The department says that at the Hillcrest School one of the classes is held in the cloakroom. That is not good enough.

If it is good enough to provide extra schoolrooms at the Embleton Primary School then surely some provision for extra rooms should have been made at the Hillcrest School so that the kiddies in that area could go to the Hillcrest School instead of having to walk half a mile as they do now.

The Minister should study this matter, because the parents whose homes about the Hillcrest School are very cross. In fact they wanted to hold a meeting and asked me whether it would be worth while submitting a petition. I replied that the Minister was aware of the facts but that there did not seem to be the co-operation there should be. Members can appreciate how they would feel if they were living near a school site but were told they must send their kiddies to another school half a mile away.

The district about which I am talking is not a straight planned district but is based on modern ideas, and by the time the children have gone up several streets in order to reach the school they have probably travelled more than half a mile. What I am trying to say is that it is not a square block but one that has been planned on modern lines, and it may be necessary to detour or go up many streets before arriving at the school.

The feeling on this matter is very high, and I ask the Minister to take up with the department the possibility of drawing the line midway between the two schools. With 11 schools in a district one would think that those kiddies who lived right alongside one school would not have to be sent to one some distance away, especially when additions are being made at the school to which they are being sent.

I would now like to touch on a couple of other local matters. Not so very many years have passed since the Public Works Department did a particularly fine job in the drainage of Brown's Lake. This work opened up thousands of acres in the Morley Park area, and building is proceeding at a very fast rate. However, there are people in the area now who are still having to fill in their blocks because of the water level stipulated some years ago. It is my belief that the water will never rise to the high-water level stipulated. However, I am asking that the request of the local authority to the appropriate authority be treated as urgent, and that as soon as the high-water level is reached this year—and I hope it is a really heavy winter—those concerned will test it properly so that people will not have to unnecessarily fill in their blocks to ridiculous levels.

One classic example of this situation is in Walter Road near Crimea Street. A house has been erected there for ten years, and has a septic system operating. It survived the 1956-57 heavy winters; and yet, on the very block next door, the

owner has to fill in to a depth of 2 ft. to bring it above the known water level. This could quite easily create a problem for the man whose house has been up for 10 years, because the block next door will be above Walter Road. I would ask that the department concerned, which has been written to by the local authority, make those tests as soon as possible to eliminate unnecessary filling by landowners.

I will not detain the House any longer. I am lucky to have been able to say as much as I have said, particularly in view of the state of my voice. While you were absent from the Chamber, Mr. Speaker, I took the opportunity of congratulating you; and I trust that your stay, long or short as it may be, will be one you will enjoy, because we on this side of the House appreciate your strict impartiality.

**MR. J. HEGNEY (Belmont) [5.29 p.m.]**: In common with other members, I take this opportunity of congratulating you, Sir, on your election to the high and honourable office of Speaker of this Assembly for another term. I do not envy you your position, I might say, because it is fraught with considerable difficulties in endeavouring to hold the scales fairly in a Parliament which is divided so evenly. This makes your job of being impartial and of seeing that the Standing Orders are observed, very difficult indeed. However, I hope that the precedent which has been established, and which has been followed by all Speakers, including yourself, will not be broken, and that this State will continue to be noted for its high standard of Speakership.

I offer my congratulations also to the member for Harvey on his election to the position of Chairman of Committees. He has served a fair membership in this Parliament, and I have no doubt he will acquit himself ably and well when he has been in the Chair for some little time.

I would also like to make reference to the fact that two very old members—old in membership of the Parliament—have passed into retirement, and I refer, of course, to Sir Ross McLarty, who came into this Parliament on the same day as I did, and to Mr. Emil Nulsen, who entered after a by-election in 1932. I am now the senior member in this House although I did enjoy a period of three years on the outer. I am now serving a second term. I re-entered in 1950, and as it is now 1962 I have completed a further 12 years. As to what the future has in store for me, or the rest of us, time will tell.

We also sustained a bereavement in the loss of the late Mr. George Roberts who was a very creditable member of this Assembly. He filled the important post of Chairman of Committees with a good deal of ability and efficiency, and his death was certainly stunning to most of us in

this Assembly. It is amazing how quickly death can sober us up in our deliberations and also bring to our notice how insecure our tenure is in the positions we hold. I mean, overnight, any one of us could be struck down, and that appears to have happened in the case of Mr. Roberts. He evidently never regained consciousness and finally passed on.

I think it is very regrettable and I do, as has already been done, express my sympathy to his wife, his mother, and his other near relatives. His wife has suffered a great loss because she has two very young children, and from the human point of view it is very sad indeed. However, many members have passed on from this Assembly since some of us have been here and the world goes on; and no sooner has one person passed from the scene than someone else is endeavouring to take his place. I suppose that is in the nature of things as it has been going on from the beginning of time. Death intervenes, in preparation, possibly, for another life, and new people are coming along to fill the vacant positions. I do regret the passing of George Roberts. He and I were personal friends and he was a decent type of member.

I have read the Governor's Speech, which makes reference to very many activities in the State. However, I am representing primarily an industrial electorate—primarily an electorate of workers, skilled and unskilled, and a great number of those persons who are not trained and are referred to as labourers.

I regret that no reference was made in the Governor's Speech to what the Government intends to do to improve legislation which directly affects the majority of workers. No reference was made in the Governor's previous Speech, and I referred to that fact at the time; and no reference was made to the subject on this occasion. I know the Government has done much in looking after the vested interests of this State—big business, and so on—but when it comes to doing something for the workers, the Government is lacking indeed.

This Government is running true to form. During this term, as was the case during the last, it has no intention of amending legislation to bring it into line with standards existing in the Eastern States. During the years I have sat on the Opposition benches, the various Ministers for Labour on the Government benches have steadfastly refused to improve the Workers' Compensation Act. Members may have read recently where the High Court recommended higher compensation awards for persons injured in accidents. That is an indication to the judiciary that higher compensation payments should be made in connection with accident claims; and workers employed in heavy industry should receive the same measure of compensation as the workers of New South Wales, Victoria, and Queensland.

The Grants Commission determines its allocations on what it calls a standard basis. We receive a grant along those lines. If such matters are determined on a standard basis, then I feel that the Workers' Compensation Act should be amended to bring it into line with payments made in the other States. Ministers for Labour on that side of the House have steadfastly refused to do this. One might think that the members of the Government had no workers in their electorates. The Government says that it represents the people. But the Government has proved conclusively, in this instance, that it is not concerned with the poorer, or working, sections of the community which stimulate and keep industry going. I hope the Government will, if it remains in office, make some attempt to bring our Workers' Compensation Act into line with those of the other States.

Mr. Brand: We lose some of our disability grant from the commission this year because the basic wage is higher than that in the standard States of New South Wales and Victoria.

Mr. J. HEGNEY: I doubt it.

Mr. Brand: You needn't doubt it; it is there in black and white.

Mr. J. HEGNEY: I doubt that our basic wage is higher than it is in the other States. Thousands of workers in this State come under the jurisdiction of the State Arbitration Court; but there are also thousands who are receiving the Commonwealth award, and that is on a uniform basis so far as they are concerned.

Mr. Graham: Our average wage level is almost at the bottom of all the States.

Mr. Brand: It is a basic wage as it affects the workers of this State. It is there in black and white for you to see.

Mr. Graham: I can tell you a lot of other things that affect the Grants Commission.

The SPEAKER (Mr. Hearman): Order!

Mr. Graham: Your entertainments tax policy.

The SPEAKER: Order!

Mr. Graham: Subsidising road transport.

The SPEAKER: Order!

Mr. J. HEGNEY: We all know how the basic wage is determined. I recently read where the cost of living was higher in this State than in the other States.

Mr. Brand: By how much?

Mr. J. HEGNEY: It is higher here than in the other States. Of course, the price of meat is an important factor in the consideration of the basic wage.

Another Act which needs to be brought up to date is the Factories and Shops Act. This statute, in many respects, is outdated. It is simply a matter of trying to bring up to date this particular Act, which

affects workers who are not members of any trade union and who get little protection apart from that afforded by the Act.

I read in the Press the Federal Treasurer's Budget speech since it was delivered in the Federal Parliament on Tuesday night. Much of the speech was devoted to saying how important it is that we should have confidence in the Federal Government. The Federal Treasurer said it had been very difficult to build up this confidence. We know that in an effort to control what was called "a boom period" a couple of years ago, the Federal Government introduced delaying measures to steady the spending power of the community. The effect of that was to throw thousands of persons out of work. We recall the imposition on the purchase of motorcars. The Federal Government increased sales tax from 30 per cent. to 40 per cent., and the bottom fell out of the motor trade. The policy of the Federal Government affected the spending power of the country. Thousands of men were thrown out of employment, and people immediately lost confidence in the Government.

An election was held at the end of last year. I recall listening to Mr. Calwell in St. Mary's Hall, when he put forward Labor's policy. He said it was Labor's intention to budget for a deficit of £100,000,000; that an attempt would be made to arrest the serious unemployment situation in Australia. Mr. Calwell was criticised by the Press throughout Australia. He was "pooh-poohed" by the Prime Minister, and the Treasurer (Mr. Holt).

Mr. Hawke: And the Premier of Western Australia.

Mr. Brand: It was the considered opinion, too.

Mr. J. HEGNEY: The Federal Government received such a serious setback from the electors of this country that it was returned with a majority of only one or two members. Since then it has set out to try to develop policies in conformity with the wishes of the people. It has retraced its steps. Where it had been very critical of propositions put forward by the Labor Opposition, it has begun to use some of those ideas for the purpose of safeguarding its own political skin.

What do we find in the Budget which was introduced last Tuesday night? We find that the Treasurer (Mr. Holt) is budgeting for a deficit of £130,000,000. Yet when Mr. Calwell, the Commonwealth Leader of the Opposition, speaking on behalf of the Australian Labor Party, said that if his party became the Government it would endeavour to try to solve the problem, at the outset, by budgeting for a deficit of £100,000,000, his statement was pooh-poohed. It indicates what the Government of the day is prepared to do to save its own political skin. It has certainly not solved the unemployment

problem. That is still with us, right throughout the Commonwealth; and, notwithstanding anything this Government might do, Commonwealth Government policy is unquestionably affecting the position in this State. Whilst the Premier might point out that unemployment is not as bad as when the Labor Government was in office, that does not solve the problem.

The fact is that unemployment seems to be part and parcel of the economic system, and the only time we had a period of full employment in the Commonwealth was when the Chifley Government was in power during and after the war. This was the case for a number of years during the term of that Government, and a period of full employment existed. Yet during the term of the present Commonwealth Government we have had the spectacle of over 100,000 people being out of work and having no purchasing power whatever. That in itself retards the economic position, because those who have goods to sell are restricted in their selling because so many consumers have no money available to buy the goods. Therefore, so far as this Government is concerned it still has the problem on its hands, and it still has to try to find work for the workers of this State.

The Minister for Industrial Development said that he could find work for so many people, and asked whether any of the unemployed were tradesmen. Many men who were tradesmen, but who were dismissed or put out of employment by the actions of this Government, drifted into other jobs, and they are unwilling to go back to their former occupations because of the uncertainty. The Government is endeavouring to entice tradesmen to this State, and it has sent a mission overseas, headed by Mr. Lonnie, to try to induce people from other parts of the world—from England, Scotland, and possibly the Continent—to come to Western Australia. I have no doubt that many will be glad to come, either under the immigration scheme or under the scheme proposed by this overseas mission. But the Government will have to guarantee accommodation for them, and also find them jobs. It says it can do so, but that remains to be seen.

There is no doubt that owing to the interruption of the apprenticeship system, caused by the actions of this Government when it first came into office—and I refer to the dispersal of the Public Works Department work force, and also the Government's activities at Midland Junction—the State is short of tradesmen. The Government's actions affected considerably the training of apprentices in this State.

Mr. Brand: Are you sure there are not more apprentices at Midland Junction now?

Mr. J. HEGNEY: I am sure of this fact—

Mr. Brand: Are you sure there are not more apprentices at Midland Junction now than there were two years ago?

Mr. J. HEGNEY: I might tell the Premier that a Labor Government was the first Government in this country to introduce what is known as the technical training of apprentices. I served my time as an apprentice boilermaker, and only a month after I became an apprentice I had to go to the technical school, in the Government's time, for two mornings of the week for five years to be trained. The father of the present Minister for Education was one of my bosses in those early days; he was a very able boiler inspector, and I knew him quite well, although the Minister would not know about that.

However, over the years we have been concerned about the training of apprentices in this country, and the training of apprentices for the building trades has always been a difficult problem. A boy may be apprenticed to a builder and then, for various reasons, either because of lack of work or lack of money, the builder decides not to continue in business, and the apprentice finds himself with no employer. On many occasions the trade unions found that boys, after having served three or four years as apprentices, were at a dead end because their employers had gone out of business, or had died. So it was decided, and this was eventually approved, that building trades apprentices would be apprenticed to the Arbitration Court; and that has been the practice that has been followed for many years.

But when the Government approaches the representatives of the skilled trades and tries to break down the system, it makes things particularly difficult. The unions exist to protect the interests and rights of workers engaged in these particular skilled trades, and they could see no reason why the apprenticeship period should be shortened, because it would mean a breaking down of the standards of the tradesmen concerned; and that is a serious matter. We have the spectacle of what happened at Kwinana, where boilermakers were engaged, and sought an increase in their wages. They wanted to get a wage comparable with that paid to similar tradesmen in other parts of Australia. We know of the struggle that ensued; and finally the reactionary provisions of the Arbitration Act were invoked against them.

That is when they ceased work and wanted to go to other jobs. But under the Arbitration Act, as it now exists, they were not permitted to do this. These reactionary provisions were introduced by the Attorney-General in a Liberal Government, and under them an employee can be held in employment against his will.

This is not conducive to good feeling amongst employers and employees; and as a result of what happened there we know that Mr. Hill, the general secretary of the boilermakers in England, got first-hand information from this State and disseminated it in England through the Press and also through his society's journal. He told the people there what was happening in Western Australia; and that type of propaganda is a result of treating workers, who are human beings, in a way that is not right and just. That propaganda all resulted from the Kwinana upset; and so the Government has nobody but itself to blame when that sort of thing happens.

Another Act put on the statute book by a Labor Government was the Monopolies and Restrictive Trade Practices Act, and it was introduced to give some protection to traders generally, and also to afford protection to consumers. The then Opposition, which is now the present Government, fiercely opposed the measure when it was introduced, as did the Chamber of Manufactures and other similar organisations in the city. When this Government came into power it revoked the Act and put in its place a most innocuous piece of legislation; as a matter of fact I doubt very much whether it has ever functioned since it was proclaimed, which only goes to show the hypocrisy of this Government when it says it represents the people and it does things like that. This Government looks after the welfare of vested interests; but the interests of the workers are only a matter of secondary consideration to it.

The same thing applies to the statement appearing in the Governor's Speech announcing the granting of voting rights to natives. I sat behind a Labor Government of which my brother was the Minister for Native Welfare, and each session he introduced a Bill to amend the legislation dealing with native citizenship rights, but on each occasion such a move was strongly opposed by the Opposition of the day. This opposition came mainly from members of the Country Party; and, in particular, from the late Charles Perkins, who subsequently became the Minister for Native Welfare. He was most antagonistic towards such a reform.

Even today the Government would not be introducing an amendment to the Act for the purpose of granting voting rights to natives if the Commonwealth Government had not been forced to take a similar step as the result of criticism levelled against it by representatives of the United Nations Organisation. That Government has also been criticised, even by the representatives of Great Britain in the United Nations Organisation, for its policy in regard to the natives of New Guinea—on the question of their being

granted voting rights. In this connection the Commonwealth Government eventually had to bow to the criticism to which it was subjected. It has now decided to extend this democratic right to the natives of the Northern Territory, and the Government of this State has no option but to follow suit. If it had not been forced into such a position the natives of Western Australia would still be denied any say in the affairs of the State.

It was refreshing to read a report on this matter which was discussed a few weeks ago at a Country Party conference. One member of that conference stated he was opposed to the granting of the franchise to natives because they would vote for Labor. It is now evident that the declaration of such an attitude shows that this is the reason why members opposite showed such strong opposition to any amendment introduced into this House to grant voting rights for natives. Evidently, the natives, being intelligent people and knowing what they want, would vote for members of the Labor Party. As has been pointed out, in view of the natives being denied their full citizenship rights, this State has failed to fill its quota in some of the Commonwealth electorates; and, as a result, we have lost one representative in the Commonwealth Parliament.

Whatever relationship that fact may have to the Government's proposed action, I consider that such action is a move in the right direction and when the amending Bill is introduced to this House it will receive my wholehearted support.

The electorate which I now represent has many problems. I represented the Middle Swan electorate for many years; but because of the increasing development in the metropolitan area since the war, many electors have now left the Middle Swan electorate, and eventually the electoral commissioners were able to fix the size of the Legislative Assembly electorates in accordance with the population quota and, as a result, I was elected to represent the newly-formed electorate of Belmont.

When the Government first took office it did not pursue the policy of the Hawke Labor Government in respect of the Perth Airport at Guildford. Recently the Commonwealth Government expended a great deal of money to improve the facilities at that airport and to extend the runways so that they could accommodate the large jets which are now in operation for overseas and international travel. In his report on town planning of the metropolitan area Professor Stephenson recommended that an airport should be developed in the Gnangara district which lies off the Wanneroo Road to the north of Inglewood. In that area there was ample land for the establishment of an airport with runways of sufficient length



to accommodate any modern jet aircraft or any aircraft with further developments in design for years to come.

However, instead of that site being resumed for the establishment of an international airport, the airport at Guildford is to remain; and, as I have said, a great deal of money has been spent on the extension of the runways and other improvements. That airport is only about five or six miles distant from the City of Perth, and the vehicles travelling to and from it are adding greatly to the density of traffic along the Great Eastern Highway, apart from the many other problems that have been created for the respective local authorities. Therefore, taking all these factors into consideration, it would have been a much better proposition to establish and develop a new airport at Gnangara where there is plenty of land available.

Another important aspect associated with building up Guildford as an international airport is that, it being in the heart of a closely-settled area, the noise of these large jet planes greatly upsets the people who live in the surrounding districts, especially in view of the fact that these planes are either landing or taking off early in the morning or late at night.

The Minister for Industrial Development has referred to the progress that is being made with the work on the proposed broad gauge railway which is to extend from Kwinana to Kalgoorlie. The negotiations that have taken place have no doubt been completed for a large portion of the line; and, having regard for the fact that there are 3,000 unemployed persons in our State at the present time, I think the Government could commence this work by connecting to the marshalling yards at Welshpool, and thus providing employment for those men who are unskilled. In making his speech on the Budget the other evening, the Commonwealth Treasurer announced that £4,300,000 is to be advanced to Western Australia to finance the initial development of this railway.

I suggest that a start could be made in the direction I have indicated; that is, on the proposed marshalling yards at Midland Junction, which work will be close to the metropolitan area and will provide a means of employing large numbers of unskilled workers who are unable to obtain employment at the present time.

Mr. Court: The first part of the railway is to be put down near Midland Junction. Tenders have closed, and they should be finalised by the end of this month, and then it will be full steam ahead. However, one of the problems with which we are faced is that we are unable to get sufficient labour for that work.

Mr. J. HEGNEY: After all is said and done, surely men can be obtained from the thousands who are out of work.

Mr. Court: There are not thousands out of work, and the fact is that we cannot get the men we require now.

Mr. J. HEGNEY: What, labourers?

Mr. Court: Yes.

Mr. Graham: That is tommy-rot!

Mr. Court: You have a look at the categories of unemployed and you will be surprised.

Mr. J. HEGNEY: That might be so. I have had men approach me for certain jobs. Some of them have suggested they were chasing sewerage work in my electorate, but because they had done other type of work previously they could not find employment in sewerage work. They were expected to depend on social service benefits for their existence. Some of these people have been out of work for a long time.

Another matter to which I would like to refer, as it affects my electorate, is that of the extension of the sewerage system. I understand the Government is continuing with the sewerage system. At the moment it is only three miles from Perth—at Rivervale—where work was started about three months ago. A number of people from the residential area of Lathlain Park have approached me and asked when the sewerage would be extended into their area. There is great need for this extension, and I hope the Government, having started the good work, will continue so that these people may enjoy the benefits of a sewerage system.

Deep drainage is another very important problem which was touched on by the member for Bayswater. Since I entered Parliament I have advocated drainage development both on the Bayswater and the Belmont side of the river. Fortunately a scheme was initiated some years ago by the Hawke Government and, again fortunately, this scheme was continued by the Brand-Watts Government. Though the work done is satisfactory it is now a matter of continuing it further, because this will permit of large sections of the metropolitan area being considerably developed.

Another matter which is causing some concern is the low-lying parts in close proximity to the city. These are disease carrying areas and they should be developed as soon as possible. The river now goes right through my territory—for years it used to be on each side of my electorate—and I would ask the Minister to do all he can to make available a dredge for the Midland side of the Causeway, with a view to removing the silt and sand from the river; and for the subsequent building up of an embankment on the low-lying portions—particularly those close to the Causeway.

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

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

Debate adjourned, on motion by Mr. Nimmo.

House adjourned at 6.10 p.m.

## Legislative Council

Tuesday, the 14th August, 1962

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## SUPPLY BILL, £25,000,000

### Assent

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

### QUESTIONS ON NOTICE

1. *This question was withdrawn.*

### BEELOO ELECTORATE

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

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

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

The Hon. A. F. GRIFFITH replied:

Yes—for one week.

### BEEETE REEF

*Diamond Drilling*

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

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

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

The Hon. A. F. GRIFFITH replied:

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

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

### INFANT MORTALITY

*Incidence in Western Australia*

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

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

(a) the 31st December, 1961;

(b) the 31st March, 1962?

(2) What are the latest figures available?

The Hon. A. F. GRIFFITH replied:

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

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

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

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