

It is necessary occasionally for lecturers and demonstrators to have a patient admitted purely on a temporary basis, and the present provisions of the Act now make this procedure extremely cumbersome and, at times, just too difficult.

- (3) To regularise what is being carried out at times in actual practice.

Because of the difficulties mentioned by me, it has proved to be essential that this section of the Act should be waived now and again. This places very conscientious medical practitioners and psychiatrists at some unnecessary risk, and it is firmly believed that this risk should be removed.

Section 51, subsection (1)(c), under division 7, dealing with discharge of patients, specifies that within 72 hours after the receipt by the superintendent of an application in writing the patient shall be discharged. This, of course, has safeguards specified for the protection of the patient.

In this case also it is felt that the need for the application to be made in writing should be deleted. The reason for this is similar to the above, to allow for a greater degree of flexibility in the handling of the patients. Indeed, the reasons are, of course, identical with those listed for admission.

This procedure is not necessary in a general hospital and should not be necessary in a mental hospital. In both cases, also, it sometimes does occur that the patient is overly suspicious and great difficulty is experienced in persuading him to sign his name to anything.

These amendments will not affect the procedure established for admission and discharge under divisions 2, 3, and 6 of the Mental Health Act, part IV. These divisions refer respectively to—

- (a) Admission by referral. That is where a patient may be received into an approved hospital on the production of a referral by a medical practitioner based on a personal examination.
- (b) Division 3—Admission following a reception order: This order being issued by a justice who, being satisfied that the person is suffering from a mental disorder and that it is in the person's interest that he be admitted makes such an order.
- (c) Division 6—This division has reference to a person who, being committed to stand trial for an offence and upon examination by two medical practitioners, is found to be suffering from a mental disorder to such an extent that he should not stand trial. In these circumstances, the person may be

ordered by the Chief Secretary to be detained and admitted as a patient to a mental hospital.

For these reasons, I now commend the Bill to the House.

Debate adjourned, on motion by The Hon. J. Dolan.

## ADJOURNMENT OF THE HOUSE: SPECIAL

**THE HON. A. F. GRIFFITH** (North Metropolitan—Minister for Mines) [10.55 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 27th August.

Question put and passed.

*House adjourned at 10.56 p.m.*

---

# Legislative Assembly

Wednesday, the 21st August, 1968

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

## QUESTIONS (37): ON NOTICE SWAN RIVER

### *Dredging at West Midland*

1. Mr. BRADY asked the Minister for Works:

- (1) Is any consideration being given to dredging the Swan River in the vicinity of West Midland to reduce—
  - (a) flooding of an area generally north of the Governor Stirling High School, comprising grazing and local government bodies land-fill scheme;
  - (b) flooding of Governor Stirling High School's playing grounds?
- (2) Is any consideration being given to erecting levees on the area to reduce flooding?

Mr. ROSS HUTCHINSON replied:

- (1) (a) No. The section of the Swan River referred to is narrow and heavily wooded along both banks. On the plan accompanying the report "A Plan for the Swan and Canning Rivers," recently published by the Metropolitan Region Planning Authority, it is marked as "Preservation of Rural Character."
- Even if the riverbed were to be dredged without disturbance of the banks, the yield of material would be insignificant when related to the

large areas of low-lying land required to be elevated above flood level.

- (b) No.  
(2) No.

### INFANT HEALTH CENTRE

#### *Re-establishment at Eden Hill*

2. Mr. BRADY asked the Minister representing the Minister for Health:

- (1) Has any arrangement been made to re-establish the infant health centre at Steere's Chemist, Walter Road, Eden Hill, which functioned successfully until recently shifted to Morley?
- (2) Will he state the current position with regard to the centre?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) The question of the provision of infant health clinic facilities at Eden Hill is currently a matter of discussion with the local authority and the progress association.

### SEWERAGE AT CANNING VALE

#### *Rezoning of Area*

3. Mr. BATEMAN asked the Minister representing the Minister for Town Planning:

In view of the proposed Canning Vale sewage treatment plant and effluent disposal area affecting values to properties adjoining this area, will he give consideration to gazetting the prescribed area as urban?

Mr. LEWIS replied:

The Metropolitan Region Planning Authority is at present preparing its final report on an amendment to the Metropolitan Region Scheme in the Canning Vale area. This report will be submitted to me, with supporting documents, and, if approved by me, will be tabled in Parliament.

#### *Treatment of Effluent*

4. Mr. BATEMAN asked the Minister for Water Supplies:

- (1) Is he aware that the treated effluent to be discharged from the proposed Canning Vale sewerage treatment plant will mix with the drainage water already causing a problem in this area and eventually finds its way into the Canning River?
- (2) Will he, in view of the drainage problem already existing in the area, make strong recommendations to the Swan River Conservation Board to change its regulations to allow treated effluent to enter the Canning River?

Mr. ROSS HUTCHINSON replied:

- (1) Yes, to the extent that any water discharged onto or into land percolates to the lowest point.
- (2) No, but I will convey to the board your questions and the answers given to them.

### BUILDERS

#### *Registration*

5. Mr. CASH asked the Minister for Works:

- (1) How many registered builders are in Western Australia?
- (2) What purpose is there in registering some builders and not others?
- (3) In standards of building workmanship, what controls are exercised over:
  - (a) registered builders; and
  - (b) unregistered builders?

Mr. ROSS HUTCHINSON replied:

- (1) As at the 1st July, 1968, there are 1,809 registered builders.
- (2) The Act is effective for work of a reasonable size, that is in excess of \$2,400. Work below the value of \$2,400 is normally of a jobbing nature and control of this class of work would be too restrictive.
- (3) (a) Registered builders are required to carry out workmanship to the standards required by the Builders' Registration Board.
- (b) Unregistered builders, by virtue of obtaining permits from local government authorities, are thereby directly required to carry out works to the specifications approved by the local government authorities and to standards required by the Builders' Registration Board by virtue of clause 3301 in the uniform general building by-laws authorised under the Local Government Act.

### GREAT NORTHERN HIGHWAY

#### *Broome-Wallal Section*

6. Mr. RIDGE asked the Minister for Works:

- (1) What Main Roads Department funds have been allocated for expenditure on the Great Northern Highway between Broome and Wallal for the current financial year?
- (2) Is the road referred to part of what is known as the beef roads system?

- (3) If "No," could it be subject to future allocations from the beef roads fund by virtue of the increasing cattle turnoff from stations using this section of the highway?

Mr. ROSS HUTCHINSON replied:

- (1) \$393,500.
- (2) Only that section between the junction and Broome has been included in the beef roads scheme.
- (3) At this point in time it is not possible to say whether the Commonwealth will accept the whole of this road as part of the beef roads scheme.

#### DRAINAGE

##### *Lake Richmond-Mangles Bay Area*

7. Mr. RUSHTON asked the Minister for Water Supplies:

- (1) Is the open drain between Lake Richmond and Mangles Bay, Rockingham, to be fenced for safety?
- (2) If "Yes," when will the fence be erected?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) (a) Temporary fencing at Safety Bay Road and Point Peron Road early in September.
- (b) Permanent fencing when contractor completes earth-works towards end of this year.

#### BYFORD PRIMARY SCHOOL

##### *Additions*

8. Mr. RUSHTON asked the Minister for Education:

- (1) Is the Byford Primary School to receive additions in this year's programme?
- (2) If so, what rooms and facilities are to be added?
- (3) When are the additional rooms expected to be ready for occupation?

Mr. LEWIS replied:

- (1) Additions have been listed but will be dependent upon available finance.
- (2) One classroom, staffroom, and storeroom.
- (3) Actual date not determined.

#### KELMSCOTT POLICE STATION

##### *Increased Staff*

9. Mr. RUSHTON asked the Minister for Police:

- (1) In view of the large increase in residents served by the Kelmscott

Police Station, is it intended to increase the police staff at the station?

- (2) If "Yes," when will the appointment be made?

Mr. O'CONNOR (for Mr. Craig) replied:

- (1) There are no immediate plans for the increase of police strength at Kelmscott.
- (2) Answered by (1).

#### FREMANTLE BOYS SCHOOL

##### *Realignment*

10. Mr. FLETCHER asked the Minister for Education:

- (1) Is he aware that—

- (a) The Fremantle Boys' School buildings intrude many feet out of alignment with other buildings and boundaries in Adelaide Street;
- (b) this causes disadvantages to the Fremantle City Council and traffic in the vicinity of the lights at that point?

- (2) Will he—

- (a) supply information as to which department is responsible for correcting the inconvenience caused;
- (b) use every endeavour to expedite remedial action?

Mr. LEWIS replied:

- (1) (a) and (b) Yes. The Fremantle Boys' School buildings are within the boundaries of the site but are partly in the path of the proposed widening of Adelaide Street which, I understand, is the desire of the Fremantle City Council.
- (2) (a) and (b) The Public Works Department is currently investigating the practicability of alterations to, or demolition of, the buildings in question to enable the road widening to proceed.

#### COMPOUNDED SUPERPHOSPHATES

##### *Price*

11. Mr. GAYFER asked the Minister for Agriculture:

- (1) What is the price of the various compounded superphosphates at present being advertised as available for use next year from the new C.S.B.P. refinery at Kwinana?
- (2) What experimentation with these superphosphates has been carried out by the Department of Agriculture?

Mr. NALDER replied:

- (1) \$83.10 per ton ex Kwinana for both the fertiliser compounds advertised.
- (2) The Department of Agriculture has tested these two compound fertilisers (28:14 and 24:24) in 11 trials during 1966 and 1967. Another 11 trials have been planted in 1968. The trials were located on a range of soil types, with varying farming histories, throughout the wheatbelt. The trials compared these new fertilisers with equivalent rates of urea and superphosphates. Full results and recommendations will be published in the September issue of the *Journal of Agriculture*.

### UNEMPLOYMENT

#### *Increase*

12. Mr. T. D. EVANS asked the Premier: How does he account for the increase in the number of registered unemployed during July and for the fact that this State was the only one to record an increase?

Mr. NALDER (for Mr. Brand) replied:

Western Australia's unemployment level has, with two exceptions, been the lowest in the Commonwealth for the past two years. Last month it was second lowest. The July rise in unemployment was normal for the State at this time of the year.

### PASSENGER TRAINS

#### *Internal Staff: Selection*

13. Mr. T. D. EVANS asked the Minister for Railways:

By what procedure and by whom are members of the internal staff selected for service in passenger trains?

Mr. O'CONNOR replied:

Applications for vacancies are considered in the light of qualifications, suitability, and seniority. Selection is made by the Chief Traffic Manager.

### BARRACKS ARCHWAY

#### *Costs*

14. Mr. JAMIESON asked the Premier:

- (1) What amount has been spent on the Barracks Arch to retain it in its present state by—
  - (a) the original foundation underpinning before the removal of the rest of the building;

(b) the shoring up of structure to prevent further deterioration of the upper section of the arch;

(c) the final underpinning and foundation strengthening before the completion of the Mitchell Freeway main wall?

- (2) What was the difference in the successful tender for the demolition of the Barracks:

(a) leaving the arch;

(b) removing the arch?

- (3) What was the difference in the successful tender for the Mitchell Freeway with—

(a) arch left in position; and

(b) no arch?

Mr. NALDER (for Mr. Brand) replied:

- (1) (a) \$2,500.

(b) and (c) \$5,300.

- (2) No alternative tender was obtained for total demolition. Therefore the answer cannot be determined accurately. The estimated figure involved is \$350.

- (3) \$2,126.

### HOUSING FOR NATIVES

#### *Metropolitan Area*

15. Mr. BRADY asked the Minister for Native Welfare:

- (1) Has his department arranged to obtain land for the benefit of natives to replace—

(a) Benara Road property, Eden Hill;

(b) Alday Street property, Victoria Park?

- (2) How many homes are being built in the metropolitan area for natives—

(a) at present; and

(b) planned for current financial year?

- (3) How many native families have left Allawah Grove during 1968?

- (4) How many families remain to be housed?

- (5) Where will homes be built?

Mr. LEWIS replied:

- (1) Yes.

- (2) (a) 22.

(b) Not yet finalised as the extent of Commonwealth assistance has only just been learned. The number will be in excess of last year's total.

- (3) 2.

- (4) 14.

- (5) Not yet finalised. See answer to 2(b).

**HANDICAPPED CHILDREN***Transport to Rehabilitation Centre*

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

- (1) Is the department continuing its policy of making parents provide transport for children attending the rehabilitation centre, Eden Hill?
- (2) If "Yes," is there likely to be other arrangements made?
- (3) If "No," what is current position?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) and (3) The subject matter will be further reviewed on completion of the substantial additions now under construction at the centre.

**SUBURBAN PASSENGER SERVICE***Overcrowding*

17. Mr. BRADY asked the Minister for Railways:

- (1) Is he aware of the overcrowding of suburban trains travelling east to Midland daily during late afternoon, particularly the 5.05 non-stop to Bayswater?
- (2) Will he advise if extra accommodation can be arranged for commuters during peak hour?
- (3) Will extra services be arranged during the school holiday period?

Mr. O'CONNOR replied:

- (1) Suburban rail cars are designed to cater for a number of standing passengers. There is no overcrowding.
- (2) Extra accommodation is not available, but a more frequent service is to be introduced on the 6th October next.
- (3) No, but normal off-peak services will be strengthened.

**KALGOORLIE WATER SUPPLIES***Adequacy*

18. Mr. T. D. EVANS asked the Minister for Water Supplies:

What steps have been and will be taken to provide adequate water supplies to meet the needs of mining for mineral operations adjacent to Kalgoorlie whilst maintaining sufficient supplies to meet the needs of other consumers in the area?

Mr. ROSS HUTCHINSON replied:

A booster pumping station has been installed on the G.W.S. main conduit at Baandee, a number of sections of the main conduit have been enlarged, sections of the Coolgardie-Spargoville main have

been enlarged, the pumping station at Coolgardie has been converted to electric drive, and a new booster pump has been installed between Coolgardie and Spargoville.

If necessary the existing source of supply in Mundaring Weir will be augmented and in this regard there are a number of possible methods under consideration.

The G.W.S. main conduit, its associated pumping stations and inland storages will be further augmented and additional booster pumping stations installed as necessary.

Depending upon the location of mining developments there could be a need for new supply mains in the mineral areas together with new storages and enlargements to existing mains.

It will be appreciated that the subject matter is exceedingly complex and fluid, but the Government is maintaining close liaison with the numerous exploration companies as well as the company which is actually producing nickel concentrates.

**GOVERNMENT PRINTING OFFICE***Salaries of Officers*

19. Mr. GRAHAM asked the Premier:

What are the salaries payable in respect of the following positions in the Government Printing Office:—

- (a) Government Printer;
- (b) Deputy Government Printer;
- (c) superintendent;
- (d) foreman, Grade 1;
- (e) foreman, Grade 2;
- (f) foreman, Grade 3?

Mr. NALDER (for Mr. Brand) replied:

- (a) \$10,250.
- (b) \$7,340.
- (c) \$4,827.
- (d) \$4,432.
- (e) \$4,022.
- (f) \$3,872.

**MILK AND CREAM***Agricultural Training College Farms*

20. Mr. BATEMAN asked the Minister for Agriculture:

In view of the milk produced on the various agriculture training college farms, could he advise—

- (1) Is it pasteurised before being consumed by students?
- (2) Is cream for consumption on the farms separated or scalded?

Mr. NALDER replied:

- (1) No.
- (2) Such cream as is consumed is separated, not scalded.

### SCALDED CREAM

#### *Regulations Covering Sale*

21. Mr. BATEMAN asked the Minister representing the Minister for Health:

Could he advise—

- (1) What Public Health regulations cover the sale of scalded cream?
- (2) Has any scalded cream for sale been condemned during the last five years?
- (3) What objections has the Public Health Department to the sale of scalded cream?

Mr. ROSS HUTCHINSON replied:

- (1) The Health Act requirements, and food and drug regulations applying to milk and cream.
- (2) Not by the Public Health Department.
- (3) None.

#### *Investigating Committee*

22. Mr. BATEMAN asked the Minister for Agriculture:

Has a committee been formed to investigate the merits and demerits of scalded cream?

Mr. NALDER replied:

No committee has been formed for this purpose.

23. *This question was postponed.*

### SPEED LIMIT OF 65 M.P.H.

#### *Application, and Attitude of R.A.C.*

24. Mr. FLETCHER asked the Minister for Transport:

- (1) Does the Royal Automobile Club Council support the 65 m.p.h. blanket speed limit?
- (2) In what manner is this limit enforceable?
- (3) Does the limit apply to lesser roads as well as highways in country areas?
- (4) Does the 65 m.p.h. also apply in zoned areas; e.g., Wanneroo Road, Lancelin, Yanchep area?
- (5) Since zoning seemed to be generally accepted, can the sharp increase in road fatalities outside the metropolitan area since the 65 m.p.h. limit be considered in any way attributable to the permissible increase in speed?
- (6) If not, why the increase in country area accidents and fatalities?

Mr. O'CONNOR replied:

- (1) No.
- (2) By traffic inspectors, the same as any other traffic law.
- (3) Yes.
- (4) It is the maximum speed limit whether on zoned or unzoned roads.
- (5) Previous to the 65 m.p.h. limit there was no general speed limit outside the metropolitan area and country townships, so there has been no increase in the permissible speed.
- (6) The rise in country fatalities has not been as great as the rise in the metropolitan area fatalities, and while the increased number of drivers and vehicles would account to some extent for the overall increase in accidents, no particular reason can be given.

### CIVIL SERVANTS

#### *Number Employed*

25. Mr. DAVIES asked the Premier:

What number of civil servants, permanent and temporary, were employed under the Public Service Act as at—

(a) The 1st July, 1960?

(b) The 1st July, 1968?

Mr. NALDER (for Mr. Brand) replied:

(a) As at the 1st July, 1960—

Permanent	3,877
Temporary	891

Total 4,768

(b) As at the 1st July, 1968—

Permanent	6,441
Temporary	965

Total 7,406

### UNETHICAL SALESMEN

#### *Consumer Protection*

26. Mr. MAY asked the Minister representing the Minister for Justice:

In view of the increased activity of high pressure unethical salesmen selling various types of kitchenware, etc.—

- (1) What consideration has been given to providing legislative protection?
- (2) Have any steps been taken to extend the provisions of the Door-to-Door Sales Act to cover all types of goods?
- (3) If not, will he give consideration to this matter during the current session of Parliament?

Mr. COURT replied:

- (1) The matter of consumer protection is under consideration by the standing committee of Attorneys-General.
- (2) No.
- (3) Yes, if sufficient complaints are received by departments.

#### HOUSING AT KAMBALDA

##### *Construction*

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

- (1) Are housing units constructed outside Western Australia currently being erected at Kambalda?
- (2) What is the source of these units?
- (3) How many are to be erected?
- (4) Are building materials from sources outside this State being used in houses being erected at Kambalda?
- (5) If "Yes" to (4), what number of houses is involved?

Mr. COURT replied:

- (1) to (5) The majority of houses erected at Kambalda have been built by Western Australian industry using Western Australian materials. Some of the Kambalda houses have been constructed in South Australia, but so far as is reasonably and economically practicable, preference is given by the Western Mining Corporation to Western Australian manufacturers and contractors.

The precise number of houses is not readily available.

It is appropriate to point out that the company is responsible for the full cost and the construction of all these houses.

#### PORT OF KING BAY

##### *Regulations*

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

- (1) Relating to the answer given on Tuesday, the 20th August, on what date did the Crown Law Department advise that Hammersley Iron Pty. Ltd. regulations should take the form of by-laws?
- (2) To whom did the Crown Law Department give that advice?

Mr. COURT replied:

- (1) and (2) According to the records of the Crown Law Department, the first advice was given by minute dated the 22nd February, 1966, addressed to Chief Executive Officer, Department of Industrial Development.

#### TROPIC OF CAPRICORN

##### *Latitude Variations*

29. Mr. JAMIESON asked the Minister for Lands:

- (1) What is the most northerly point of latitude to which the Tropic of Capricorn has been known to reach?
- (2) What is the most southerly point of latitude to which the Tropic of Capricorn has been known to reach?
- (3) What was the position of latitude of the Tropic of Capricorn on the 21st July, 1966?

Mr. BOVELL replied:

- (1) to (3) The information asked for is not recorded in the Lands Department.

#### RESERVES

##### *Vesting in Local Authorities*

30. Mr. GRAHAM asked the Minister for Lands:

Where provision is made for public open space in subdivisions undertaken by Crown authorities, what are the procedures and detailed requirements of local authorities, before such reservations are vested in such local authorities?

Mr. BOVELL replied:

Where land is provided in subdivisions for public open space and is reserved under the provisions of the Land Act, it is required of the local authorities to submit a plan of development before consideration is given to the vesting of the reserves in local authorities.

#### KALGOORLIE-BROAD ARROW ROAD

##### *Closure in 1948*

31. Mr. BURT asked the Minister for Works:

For what period in 1948 was the Kalgoorlie-Broad Arrow section of the Kalgoorlie-Leonora road rendered impassable to traffic owing to district flooding?

Mr. ROSS HUTCHINSON replied:

This information is not available in the Main Roads Department. The Kalgoorlie-Leonora Road is not a main road; it is under the control of the local authority.

#### KALGOORLIE-BROAD ARROW RAILWAY

##### *Closure in 1948*

32. Mr. BURT asked the Minister for Railways:

During the floods of 1948, was the Kalgoorlie-Broad Arrow section

of the Kalgoorlie-Leonora railway line closed to traffic; if so, for what period?

Mr. O'CONNOR replied:

Yes. The section was closed for eight days.

33. *This question was postponed.*

### BARRACK STREET

#### *Origin of Name*

34. Mr. FLETCHER asked the Minister for Lands:

- (1) How did Barrack Street, Perth receive such a name?
- (2) Is the name associated with Army barracks existing in that general locality in the early history of Perth?
- (3) If so, what was that locality?

Mr. BOVELL replied:

- (1) to (3) Barrack Street derived its name from the "Rush Huts" that housed the 21st Regiment and were situated at the junction of what is today Hay and Barrack Streets.

In October, 1835, the area that is today contained within St. George's Terrace, Pier Street, Hay Street and Barrack Street was set aside for "Barrack buildings and ground." However this proposal was not carried out and the area was set aside for "Government Buildings."

A plan setting out the position of the original huts can be inspected in the Lands Department plan room, the number being O.P. 183.

### LAND AT CARNARVON

#### *Lot 559*

35. Mr. NORTON asked the Minister for Lands:

- (1) Is Carnarvon Lot 559 on Gascoyne District Plan 563/80—
  - (a) Crown land; or
  - (b) a reserve?
- (2) If a reserve, what is its purpose and in whom is it vested?
- (3) Has any person, persons, or body the right to remove soil from the area thereby creating borrow pits?

Mr. BOVELL replied:

- (1) (a) and (b) Carnarvon Lot 559 is freehold land, held by the Commonwealth of Australia.
- (2) Answered by (1).
- (3) The Lands and Surveys Department has no knowledge of any arrangements entered into by the Commonwealth Government.

### TOTALISATOR AGENCY BOARD

#### *Credit Betting: Operating Instructions*

36. Mr. TONKIN asked the Minister for Police:

- (1) Were the operating instructions No. 279/68 of the 4th June, 1968, which he last week supplied to members with his compliments referred to the Crown Law Department before being circulated to agents of the Totalisator Agency Board?
- (2) If "Yes," did the Crown Law Department approve that part of the contents of the circular on page 2 headed "Betting against Cash Deposited without Requiring the Opening of a Deposit Account"?
- (3) Did the Totalisator Agency Board seek any legal opinion from private practitioners on the questions of law contained in the operating instructions?
- (4) If "Yes," from whom and on what date?
- (5) Is he aware that when pronouncing judgment in the Supreme Court on the 26th September, 1963, on Ronald Claude Burden, agent of the Totalisator Agency Board, His Honour Mr. Justice Negus ruled: "Parliament provided that credit accounts must be established before a punter may bet through the Board. That law was meant to be obeyed in the letter and the spirit"?
- (6) Is he aware that on the 22nd October, 1963 (*Hansard*, page 1832) the Minister representing the Minister for Justice told Parliament that betting with the Totalisator Agency Board on credit without the prior establishment of a deposit account was prohibited?
- (7) Does he approve of that part of the operating instructions No. 279/68 under which it is permissive for agents of the Totalisator Agency Board to accept any bet that is made by telephone message on any horse-race where the person making the bet has not established with the board a credit account?
- (8) Is it permissive under the operating instructions 279/68 for the Totalisator Agency Board or any of its officers or employees exclusive of agents, to accept any bet that is made by telephone message on any horse-race where the person making the bet has not established with the board a credit account?



Mr. O'CONNOR (for Mr. Craig) replied:

- (1) No.
- (2) Answered in (1) above.
- (3) Yes.
- (4) From Parker & Parker in November and December, 1967.
- (5) No. But I accept that the words quoted were used.
- (6) Yes.
- (7) I take it that agent also includes employee of agents.  
It is denied that operating instruction No. 279/68 permits an agent of the board to accept a bet during a telephone conversation where a credit account has not been established in accordance with the regulations.
- (8) No. They have never been so permitted, and they are well aware that it is still not permissive.  
If the Leader of the Opposition can give me any information about people breaking the law in this regard, immediate measures will be taken.

37. *This question was postponed.*

#### QUESTIONS (3): WITHOUT NOTICE

##### BARRACKS ARCHWAY

###### Costs

1. Mr. BICKERTON asked the Minister for Agriculture:

In view of the large sum of \$25,000 which is to be spent on the Barracks Archway, and in view of the housing shortage that exists in the State at present, does he not think the money would be better spent on housing?

Mr. Ross Hutchinson: Parliament determined it should stay there.

Mr. NALDER replied:

The interjection that has just been made is, of course, quite correct. The decision to retain the archway was made by Parliament during the 1966 session.

Mr. Bickerton: Do you think it would be better spent on housing?

Mr. NALDER: That is a matter of opinion. I think that Parliament's wishes, as agreed to, should be carried out; and that is the situation at the present time.

##### PORT OF DAMPIER

###### Control by Company

2. Mr. ROSS HUTCHINSON (Minister for Works):

Yesterday, in reply to part of question 22, I stated I was prepared to lay on the Table of the House the plan relating to the King Bay area.

*The plan was tabled for one week.*

#### NATIVES

##### Commonwealth Financial Grant

3. Mr. GAYFER asked the Minister for Native Welfare:

I preface my question by saying that recently we became aware that \$825,000 has been allocated to this State for native welfare. Could the Minister, in the light of the statement he made saying that if the Northern Territory was not included this State would possibly receive \$1,000,000, give the formula of the split-up and advise whether the size of the State was taken into consideration?

Mr. LEWIS replied:

In the statement I made I indicated that the financial assistance to be rendered by the Commonwealth for native welfare would be announced by the Federal Minister towards the end of this week, after he had discussions with all of the States. My calculations, when I announced this could result in assistance of the order of about \$1,000,000, were made on a population basis. The area of the States has nothing to do with the manner in which this amount is to be divided between the States. It is purely on a population basis.

I had assessed the West Australian proportion of the aboriginal population to the whole of that of Australia as being somewhere of the order of 22.8 per cent., and it was from that percentage I calculated on two bases—the total population less the Northern Territory, and the total population including the Northern Territory.

I did not know on what basis the allocation would be made, but now I find that a certain proportion of the money has been kept out for spending in the Northern Territory and the balance is to be divided among the several States according to the proportion of the aboriginal population in those States. It is on that basis that the amount of \$825,000 is to be allocated to this State.

##### LEAVE OF ABSENCE

On motion by Mr. I. W. Manning, leave of absence for seven weeks granted to Mr. Craig (Toodyay—Chief Secretary) on the ground of urgent public business.

## BILLS (4): INTRODUCTION AND FIRST READING

1. Dried Fruits Act Amendment Bill.
2. Artificial Breeding Board Act Amendment Bill.
3. Aerial Spraying Control Act Amendment Bill.

Bills introduced, on motions by Mr. Nalder (Minister for Agriculture), and read a first time.

4. Education Act Amendment Bill.

Bill introduced, on motion by Mr. Lewis (Minister for Education), and read a first time.

## ADDRESS-IN-REPLY: TENTH DAY

### *Motion*

Debate resumed, from the 20th August, on the following motion by Mr. Ridge:—

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

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

**MR. NORTON** (Gascoyne) [4.57 p.m.]: I wish to join with other members of the House in congratulating you, Sir, on your appointment as Speaker of this Chamber. It is a very onerous position, but one which I am sure you will carry out with the dignity it deserves. I would like, too, to congratulate the new members who have come into this Chamber, and I trust their stay here will be profitable.

The Gascoyne area is starting to see some development in respect of minerals. On the southern portion near the Murchison River there is a mine engaged in producing lead. This mine has been working for quite a number of years and has proved quite rich; and now it is being further developed by a company it should be an asset to the district. Further north we find the likelihood of a new potash deposit being developed, although there is still a considerable amount of experimental work to be done before development can take place. Also, in the eastern section of my area, there are several leases for iron ore, as well as another just outside the area.

With the development of iron ore and potash, I feel another port could be developed in the Gascoyne district—in the Shark Bay area. This port could logically serve the Mt. Gould and Mt. Dalgety areas. A railway line would be required west to the coast. There are no river crossings and the ground is very suitable; so it would

be a good proposition to bring a railway through to the Shark Bay area instead of going the roundabout way to Geraldton.

This port—if I may term it as such—would be situated in Freycinet Inlet at a point called Goulet Bluff. There is deep water right into the coast; in fact, the depth of the water varies between 7½ fathoms and 8 fathoms. The entrance is quite sheltered and it would make an ideal port in all weather. If this port were developed it would offset the disabilities experienced in Shark Bay by the closing off of various inlets for the production of salt.

I hope it will not be necessary to close the Carrarang Inlet which is a nursery for snapper. One fisherman told me that he put his net round a school of fish in this particular inlet a year or so ago, but he found that his catch was practically all baby snapper. Where he estimated he should have got a 5,000 lb. haul, he only took 500 lb. So it is obvious that the inlet is the breeding ground, or the nursery, for snapper. It would be a crying shame if this inlet were closed off, because the fishing industry in the area would be seriously affected.

It appears that the inlets which have already been closed are now producing as much salt as can be handled at the port at Slope Island. If this is the case, and because there are other inlets which can be closed, then Carrarang should be left as a breeding ground for snapper.

When the member for Maylands spoke he suggested there should be an amalgamation of the Department of Native Welfare and the Child Welfare Department. I strongly support him in this view. At the moment we have two welfare departments which are serving two separate communities in the State. However, we find that the Department of Native Welfare deals entirely with natives; that is, coloured people who are quarter-caste or more. That department deals not only with children, but with coloured people of all ages and it attends to their needs. It looks after housing, and does everything that is necessary for the well-being of the natives.

However, the Child Welfare Department is restricted in its operations and virtually deals with children under 18 years of age. That group also includes children who are coloured, but who are less than quarter-castes. So it will be seen that these two departments are actually covering the same ground with regard to children. The coloured children are increasing in numbers because of the interbreeding between the whites and the blacks, and we find that the margin between the quarter-caste and the next caste is getting very small. I believe this has been reduced to one-two hundred and twenty-sixth part.

So virtually before a child of quarter-caste or less can be dealt with his pedigree has to be established in order that he can be allocated to either the Child Welfare Department or the Department of Native Welfare. This creates quite a bit of trouble in many directions, one of which is in the allocation of school books.

It has been found that at Carnarvon, over the last few months, there has been virtually little liaison between the two departments. When native children are charged before the court with being delinquents, and are committed by the magistrate, they are no longer the property—as it were—of the Department of Native Welfare, but become a charge on the Child Welfare Department.

In June, of this year, two native boys attempted to break into the Carnarvon Primary School. Eventually they broke into the East Carnarvon Primary School and caused a lot of damage to cupboards and tables. They also attempted to light a fire in a classroom. This was noticed by a warden of the Carnarvon school hostel, who investigated the light in the building. The warden took the two boys and called the police, and the next day the boys appeared before the court and were committed for one year.

When the boys were committed by the court the police rang the Child Welfare Department in Geraldton which, in turn, rang the Child Welfare Department in Perth to find out what to do. Two calls were put through and on each occasion the Child Welfare Department said it wanted nothing to do with the children whatsoever because it had nowhere to put them.

The result was that the two boys were sent back to school, and back to the reserve to wander round as they pleased, and do whatever they desired. The psychological effect of this situation was bad, because the two boys were virtually laughing at authority. They were laughing at the police and at the teachers, and were just wandering round. Naturally, their mates would say that if the two boys could get away with it then so could the rest of them. It would not have been long before there could have been a spate of breaking and entering if the two boys had not been taken back into custody.

On returning to Perth a day or so after, I took the matter up with the Child Welfare Department and the Department of Native Welfare. The two boys were eventually brought to Perth. If they had been white children, there would have been no argument; they would have been transferred to Perth immediately and put into the institution where they are now. So here we have a division between the two departments, and one cannot get them to co-operate. However, if the two departments were combined then the matter

would be solved quite simply. I feel that something definite will have to be done in this respect, because the number of castes is increasing throughout the north-west.

If the two departments were combined a better service would be provided in the remoter areas. We find it is in the remoter areas that we are not getting the service which is necessary. If we had a welfare department combining the two departments, that department would look after all the children irrespective of colour or creed; and it would look after women whose husbands leave them—virtually overnight—with eviction orders over their heads and a young family to look after. Such women would have somewhere to go and would be able to get advice and assistance.

At the present time, in places like Carnarvon, there is only the Department of Native Welfare with two officers, but no child welfare officer. The child welfare officer for the area is in Geraldton. Cases such as I have mentioned require urgent attention, assistance, and advice. I repeat, if the two departments were combined, these facilities would be available; and the department could also deal with the problems of the aged and the indigent, and of any other person who might require assistance or advice regarding social services of some sort or another.

For a number of years I have been asking the Minister for Education if three-year high schools in remote areas could be reclassified or upgraded to four-year and five-year high schools so that children could receive education equivalent to that available in Perth. On each occasion I have asked such a question the Minister has always replied, "Yes, when the number of students is such as will permit of adequate courses and specialist staffing."

Country areas are not like city areas. If a high school in the city becomes overcrowded, another high school springs up and the overcrowded school passes the surplus students on to the new school; thus the numbers are easily obtainable for the new high school. However, in the country one cannot tell the children that they cannot go to a particular school, but that they must go to another school to make up the numbers.

Children living in the country are just as much entitled to a five-year high school as the children in the cities, or the larger towns. People living in the remoter areas, if they want their children to receive secondary education, have to make arrangements a long way ahead so that they can get them boarded in the various towns. Boarding accommodation is not easy to obtain for children, even in Perth.

I feel that five-year schools should be situated in the remote areas because if the facilities are made available the people living in those areas will use them. But whilst we have parents having to make arrangements far ahead for the education of their children, those parents will send their children away at any cost. This reduces the number available for a school to be reclassified as a high school. I would like to read an extract from *The Northern Times* dated the 6th June, 1968. The article is as follows:—

#### Another Record To MMA

Over 100 children from the Carnarvon district returning to their schools and colleges after the holiday break, were flown south last week by MMA aircraft.

By shifting seats and using space ordinarily taken up by cargo, 43 children were able to board the new *Friendship*.

A spokesman for MMA said that to his knowledge, this was the first complete passenger capacity for the new *Friendship*.

An additional 12 children boarded a later south-bound *Friendship*.

So it will be seen that the number could readily be available at Carnarvon for the upgrading of the school. Likewise, the same applies to Exmouth where children are already being sent from that town to receive secondary education. Exmouth does not have the facilities for the complete training of children.

On the 6th August of this year, I asked the Minister a question relating to the establishment of a class for slow learners or backward children. The East Carnarvon Primary School opened only this year, and it has 185 children in four classrooms. Seventy-four of the children are native, or part native. I am advised that, out of the 74 native children attending that school, it is estimated that 28 are backward and need to be taught in a special class.

If these children are not put into a special class, then they are going to retard the whole of the educational programme of the other children, who are up to standard. The East Carnarvon Primary School is quite small, and consequently there are not large numbers of children in any one class. As a result the backward children cannot be segregated from the others. Where there are large numbers of children in any one class, it is possible to break the class up according to the rate of the children's progress. In this way the backward children do not impede the progress of the others. Everything should be done to establish special classes at the East Carnarvon Primary School so that

the children who are up to standard can keep up with the pace which is required of school children of their age.

Another aspect of education with which I wish to deal is the free issue of books to native children. The allowance provided for this purpose is very paltry and it does not give the headmasters, or anybody else concerned, an adequate amount of money to do what is required of them. In answer to a question on this subject, which I asked this session, the Minister said he considered the amount was adequate and that the department had not received any complaints in this connection. However, regulations regarding the issue of free school books to native children were set out in an education circular on the 15th March this year. I intend to read two extracts from the circular. Firstly, I refer to the part which concerns regulations to headmasters in connection with the ordering of books for the coming year. It says—

The order is to be based on approximately 90 per cent. of the allowance approved for the current year. Where a reduced native enrolment is anticipated for the following year, the headmaster should adjust the order accordingly.

I do not know how a headmaster would be able to do that, as he has to submit his estimate in May each year which, of course, is a long time before the end of the year. If he orders only 90 per cent. of the school's requirements, it will mean that if exactly the same number of native children come back again the following year, 10 per cent. will be short of books. Of course, if the numbers increase, the percentage will also increase.

The book allocation is \$3 per child in the primary school and \$6 per child in the secondary school. The regulation goes on to state—

When requisitioning, headmasters must ensure that priority is given to the purchase of basic educational requirements (exclusive of free stock issue)—i.e., text books, readers, atlases, dictionaries, rulers, counters, plasticine, etc., and—

The regulation goes on—

—all those minor items normally provided by parents. If these purchases do not exhaust the allowance—

I emphasise the last few words. To continue—

—the remaining portion may be used on crafts, sporting equipment, music and recorders, and other educational requirements subject to Departmental approval.

The last few items can be ordered if there is anything left over from the allowance of \$3 per child in the primary school and \$6 per child in the secondary school.

I obtained from the schools a list of the requirements of children in the first grade and, in addition, the requirements of children in the seventh grade, who are the ones referred to in the regulation. When looking through the lists, it is not possible to see how any saving can be made on the items, because very few could be passed on. I also went to a stationer and had the books priced. In addition I obtained an estimate of the cost of the plasticine, coloured pencils, and so on, which are required. The cost amounted to \$4.38 for the children in the first grade and \$10.11 for the children in the seventh grade.

I do not know how a headmaster could possibly purchase the requirements which are set out in this year's education circular. If the books are to be made a free issue, an adequate amount should in my opinion be made available to enable the teachers to purchase them.

An article appeared in the parents and citizens' circular pointing out the inadequacy of that particular allowance. The trouble is that if children at school are short of books or requisites in any way, the teachers want to know when they are going to get their books, pencils, or whatever it might be. The children soon find some way of getting them, and it is usually to the detriment of some other child in the school who has everything he or she requires. It is not good that the children are not given the requisites necessary for their education.

Still on the educational side, but on the subject of teachers, I think it is a great pity that teachers are not allowed to receive a zone allowance when they are sent into the more remote areas. It is not possible for a teacher who has a two-year appointment to obtain a taxation zone allowance for the whole of the two years, because a teacher has to reside within the area for over half a year before he can claim a zone allowance for that year. It simply means that a teacher who takes up his appointment on the 1st January can in no way obtain a taxation deduction for that year.

I have looked at this subject from all angles and have even suggested that the appointment be made at the termination of school, or the termination of the teacher's previous appointment. Apparently the Taxation Department will not allow this. It seems there is no way out of the problem unless the Commonwealth Government can be persuaded to alter its regulations in this respect.

In my opinion the department is not being very fair to school teachers in respect of furniture. Most of the houses in the north-west which are now supplied to school teachers are furnished. When teachers are transferred, the department undertakes to store their furniture in Perth for the period of the transfer. For this service the Education Department is

paying the sum of \$150 per year, or a little less than \$3 per week. By supplying the furniture in the house, the Government department is saved a very big expense through not having to pay the cost of transporting the teachers' furniture from one area to another. I would say that at the present time in the Carnarvon district the department would save—on a very conservative estimate—\$500 per teacher.

Nevertheless, the department expects the teacher to pay the sum of \$4 per week for the hire of furniture when he is transferred. It virtually means the school teacher is paying \$1 per week more than the cost of storing his own furniture in Perth. It works out that in 10 years the department will receive \$2,080 for the furniture it has rented to a school teacher. School teachers should be allowed the furniture free in these areas; because, as I said before, the Government is saved considerable expense by not having to transport it. The further north one goes, the greater the saving to the Government.

I consider the Minister responsible for the control of gaols has been ill-advised in some respects on the development of regional gaols, particularly in the north-west areas. At the moment, Carnarvon prisoners have to be transported to the Geraldton regional gaol. That is causing quite a lot of expense. I asked the Chief Secretary a question this session in respect of the cost of transporting prisoners from Carnarvon to Geraldton. He stated that it amounted to \$18 a head over 18 escorts of 50 prisoners.

The position is that many of the prisoners in Carnarvon are station hands who have come in from the stations after three, four, or six months' work. They are run in for being drunk and disorderly and most of them have no money with which to pay a fine of, perhaps, \$20, \$30, or \$40. Consequently they have to accept a gaol sentence in lieu and be transported, as it were, to Geraldton to cut out the time.

As I have said, these chaps come in from stations and are gaoled for the non-payment of fines, but very often pastoralists throughout the district inquire about them within a very short time. If the offenders were permitted to stay in Carnarvon, then only very infrequently would they serve anything like the full term. Quite often the pastoralist will come in the next morning and ask the police sergeant who he has got in his lodging. The pastoralist will then pay the fine which is owed by the prisoner, take him out, and put him to work on the station, where he is urgently needed.

What is the position of the prisoner who goes to Geraldton and is virtually released from there? The Chief Secretary advised me he would be transported to Carnarvon on the escort vehicle. That could be very true if the vehicle was going back to Carnarvon on the day he was released from

gaol. However, what will happen to him if there is no escort vehicle returning; that is, no free ride back over the 300 miles? I think the method which is adopted at the present time is totally unfair.

One trip, authorised by the Geraldton gaol authorities, was made this year to pick up a prisoner in Onslow. This meant that a distance of 585 miles was covered by the officers to pick up one prisoner, who had been sentenced to six months' imprisonment. During the course of the trip they came back to Carnarvon and cut across to Meekatharra to pick up another prisoner who could have been transported by rail. They then returned to Geraldton; a distance of 1,680 miles.

I think it could be logically said that a motor vehicle would cost 10c a mile to run, so for that trip the cost must have been substantial, without taking into consideration the overtime that must have been paid to those officers who were to get the prisoner. They had to travel from Geraldton to Carnarvon and then to Onslow, and the following day from Onslow to Carnarvon and across to Meekatharra, a distance of over 700 miles. The next day they had to go from Meekatharra to Geraldton.

So it is obvious that the officers were paid fairly substantial overtime rates. In fact, one wonders what the total cost of transporting these two prisoners to Geraldton was. I have estimated that for the vehicle, plus wages and overtime, the total cost, provided there were no breakdowns, was \$161.80. In making that estimate I have taken into consideration that there would have been at least a day's overtime paid to each of the two gaolers. In comparison the return fare from Geraldton to Onslow would have been \$69.80 and, with the prisoner, the fares would have amounted to \$104.70. The other prisoner could quite easily have been transported by rail.

This method of transporting to the regional gaols prisoners who have only short sentences to serve must be creating an unnecessary burden on the Government and the State, which could be easily avoided. The Carnarvon and Onslow gaols are quite suitable for holding prisoners for periods up to 14 days, and there is no reason why prisoners who are sentenced for short terms cannot serve their sentences in those gaols. In my opinion the Government should conduct some investigation to ascertain why this cannot be done. There may be suitable reasons for having fairly large gaols at centres such as Port Hedland and Geraldton, but are they economical?

Members would consider it passing strange if I did not have something to say about the Gascoyne River, so I am certainly going to have something to say about it this evening. On this occasion I will not deal to any extent with the needs of planters, because their needs are well

known to the House and to the Ministers concerned, and they are no less urgent today than they have been in the past.

What is becoming far more urgent at present is the provision of adequate and suitable domestic water supplies for Carnarvon and also water supplies to meet the needs of light industries which are developing fairly rapidly in that area. At the present time Carnarvon's water supplies are obtained from three or four bores and a well. These sources are capable of supplying adequate water for the town. In fact, there is nearly a 50 per cent. reserve. Overall, the town's daily draw at present is 441,754 gallons, but this rate of consumption could be increased greatly in the future with the erection of more houses, and there is no doubt that more houses are urgently needed at present.

The existing houses in Carnarvon use approximately 100,000 gallons of water yearly and when a start is made to build 200 to 300 houses, which could possibly take place in the near future, the consumption of water will be increased considerably. The position is that if the river does not flow every year, the town will be in serious trouble. This could quite easily happen if the river follows the pattern it took in the 1950s. On one occasion it flowed once in 18 months; on another occasion once in 15 months; and at another time it did not flow for 23 months. The problem that would arise would not be that the town would be short of water, but that the quality of the supplies available would deteriorate rapidly. When the river does not flow the bores become saline very quickly.

The SPEAKER: The honourable member has another five minutes.

Mr. NORTON: Thank you, Mr. Speaker. Proof of such salinity was discovered in the drought area in the early 1950s when the river did not flow for 23 months. At that time, the town well, the only source of water, became very salty, and the salinity has not decreased since. The existing position is that as fresh water is drawn from the bed of the river it is replaced by saline water which flows in from the north and the south. When the river flows once more, this saline water cannot be pushed back and therefore the wells that become salty during these periods remain that way for a considerable time.

Further, the town has been forced to build a large number of levee banks at great cost, and I am of opinion that had a dam been placed across the river before this a great deal of money could have been saved and put to better use by erecting houses for the people in that district. It appears from the answer I received from the Minister for Works to a question asked by me recently, that his department intends to erect further levee banks, which will create an additional charge on its funds, instead of such money being used

for the construction of a dam further up the river to provide an adequate water supply at all times.

**MR. RUNCIMAN** (Murray) [5.38 p.m.]: I join with other members, Mr. Speaker, in extending to you my hearty congratulations on your election to the Speakership. I have no doubt your background, your wide knowledge and appreciation of parliamentary procedure, and your keen sense of fair play will fit you for this high office. I also offer my congratulations to all new members who have been elected to this House. I believe they are, as we all are, fortunate in being elected as members of the Parliament of Western Australia in this exciting period in the history of the State, and in being able to play their part in laying the foundations for further progress and prosperity. I believe that this State, in time, will be the greatest in the Commonwealth.

I also believe that when history is written it might well be that the 1960s will be recorded as the most outstanding decade of the century, because of the wonderful development and progress that have taken place. During the major part of this decade there has been fantastic development in the agricultural world, with outstanding and exciting expansion in industry.

In the agricultural world, figures have been produced showing that for the last two years this State has had the highest wheat production in the Commonwealth. A few years ago this achievement would not have been dreamt of, but we all realise it is due partly to the drought conditions in New South Wales. Our yield per acre, however, is perhaps not as high as that in New South Wales, but in the main this is due, I think, to the fact that we have such a large acreage of new land. As time passes and with greater use of various kinds of fertilisers I consider that Western Australia will easily produce a higher harvest than that of any other State of the Commonwealth.

Our stock numbers have also risen dramatically in recent times. A few years ago we would not have dreamt that this State would be carrying 24,000,000 sheep, which is the current figure. Like many farmers, I am well aware that, in the main, as far as sheep numbers are concerned, we are understocked. Many farmers, owing to the present state of the wool market, and the wool situation in general, have not considered it wise to stock sheep to their full capacity.

Instead of adding to their sheep numbers farmers have perhaps done greater cropping, because it is more profitable if they have the machinery and the wherewithal to put larger acreages under crop.

As we all know, the development of industry is extremely exciting, and it is also well known that industry is a great

employer of labour. I am well aware that in recent years Governments in all States have had a keen desire to ensure there is no unemployment. It is only during the last two or three years we have reached a stage when there is very little unemployment, and this, of course, is due to industrial expansion. For a number of years—and it was not so long ago—we had problems at the end of the year, or at the beginning of the following year, of finding positions for school leavers. Over the last two years, however, we have not had this problem, because we have been able to give children leaving school the opportunity to enter various vocations.

Certainly it takes young people a little time to adjust themselves, but, all in all, opportunities in various avenues of employment now exist for them, which is something greatly to be desired. In fact, I venture to suggest that never in the history of the State have young people had the employment opportunities they have today. I am of the opinion that industrial development and expansion have been the cause of this satisfactory situation.

Quite often I travel through the giant complex of industry at Kwinana, and I am always thrilled and enthralled by the terrific development that is still taking place in this area. When we cast our minds back to 1951, when the BP refinery was first established there, I often wonder how many of us thought the statements made about the future development of this State were extravagant. At that time statements were made that the Kwinana refinery would be the start of great industrial development in that area, and this has proved to be so. As time passed, these hopes were amply fulfilled.

The establishment of the BP refinery at Kwinana was a triumph for the Government and for the then Liberal Premier (the late Sir Ross McLarty). He and the Minister for Works of the day, who is now the Premier, were the ones most responsible for the negotiations and the work which brought about the establishment of an oil refinery in Western Australia. That was really the beginning of the industrial expansion in this State.

The size and the complexity of this great industrial area have had an impact on the surrounding towns like Mandurah, Serpentine, Mundijong, Jarrahdale, and even Pinjarra. These towns are almost within sight of the industrial area. There is a keen desire on the part of the young people of those centres to continue living where they are and to work in this industrial complex, by travelling backwards and forwards daily to their work.

There is an urgent need for this area to be served by a transport system, so that when the young people leave the respective high schools in their districts

they will not have to go to the metropolitan area to work and to board there. Quite a large number of people now commute daily from Mandurah to the Kwinana area. They are mostly adults, and they travel either in their own cars, or in the cars of other people under a roster system. If a regular bus service is established to link these various districts, then many people will take advantage of it, particularly the younger people.

Mr. Jamieson: I think you might be taking yourself out of a job, in view of the figures relating to the votes at the last election.

Mr. RUNCIMAN: I do not think so. Many young people living in Jarrahdale and Mundijong, which are only a few miles outside the metropolitan area, would like to find employment in the Kwinana area but still live at home. These towns are virtually within sight of the Kwinana complex. In many ways that would be a good thing, because the houses are already there and the living conditions are good. There would not be such a burden on housing elsewhere if they remained; furthermore, by remaining they would help in the development of their own districts.

Those of us who have visited the Eastern States will be aware that Katoomba is a wonderful holiday resort just 60 miles from Sydney; and that there is an electric train service from Katoomba to Sydney which takes thousands of people to and from work every day. In this way the people living in Katoomba and working in Sydney have the best of two worlds. They work in the city, and they live in a wonderful holiday resort 60 miles away. I understand the electric train service to Sydney takes about an hour.

Although we cannot expect such an efficient transport service for the areas I have mentioned, nevertheless a road transport service for places outside the metropolitan area would benefit the people in the outlying districts. I hope some investigations will be made by the transport trust to see whether a proposition such as the one I have put forward is practicable.

It might well be that in the early stages such a road transport service would not be economical, but that is not the main consideration. The main consideration is the provision of a service for the people. Gradually the patronage would build up and the service would prove to be of great value.

I now want to say a few words about the dairying industry. At the start I would point out the serious position in which the butter-producing industry, generally referred to as the butterfat industry, is placed. I have before me figures showing the exports of this commodity. The exports of butter from Western Australia in 1965-66 totalled 1,945,000 lb.

valued at \$537,000; but in 1966-67 they had fallen to 44,000 lb. valued at \$17,000. Those are the figures for the exports of butter overseas from Western Australia. The exports of butter from Australia as a whole to countries overseas for 1965-66 totalled 186,366,000 lb. valued at \$57,672,000; and for 1966-67 they totalled 230,510,000 lb. valued at \$64,831,000.

It is interesting to note that during the periods I have mentioned butter was also imported into Western Australia from the Eastern States, mainly from Victoria. In 1965-66 the imports totalled 351,000 lb. valued at \$162,000; and in 1966-67 they totalled 5,194,319 lb. valued at \$2,456,603.

The interstate exports from Western Australia, mainly to the Northern Territory, for 1965-66 totalled 395,000 lb. valued at \$194,573; and for 1966-67 they totalled 379,000 lb. valued at \$185,834. From the figures which I have just mentioned it will be realised that the butter-producing industry in Western Australia is not in a good position.

I repeat that the overseas exports of butter from Australia for 1965-66 were valued at \$57,672,000, and for 1966-67 at \$64,831,000. The butter exported came mainly from Victoria, where there has been an increase in production. The other day when Sir Henry Bolte opened a seminar in Victoria he expressed the view that there should be even greater expansion of the dairying industry in that State.

Despite the fact that there is a large surplus of butter in Europe at the present time, the European countries are subsidising their dairying industry more heavily than are the States of Australia. The stockpile in Europe appears to be accumulating. Owing to the large subsidies which have been paid, those countries could dump the stockpile of butter on the market and take whatever price was offered. If there is dumping of butter, the effect on the dairying industry in Australia will be severe. Australia sells butter to the United Kingdom under a quota system, and at the moment the future of butter production does not look very bright at all.

The Australian Dairy Produce Board has done a tremendous job in trying to find markets throughout the world for the butter produced in Australia. A few years ago it started to build up a good trade with South America, particularly Peru, but owing to the infrequent and irregular shipping it could not be developed. The board has endeavoured to extend the trade in butter in the South East Asian countries, but it would appear that butter is not in great demand in South East Asia.

Much more can be done to develop other aspects of the dairying industry, such as the expansion of liquid milk production—a subject about which I shall speak later.



The dairying industry has done much good in the development of Australia. It has been the means of helping many other agricultural industries to be established. Dairying is a pioneer industry; and in the early days of the wheatbelt many of the farmers were able to carry on the development of their properties largely because they had a regular income from the cows they milked. In those days the cream was sent to Perth on slow trains. I do not know in what stage the cream arrived in Perth, but nevertheless the farmers had an income with which to pay their store bills.

Gradually as the farmers got on their feet the practice of keeping milking cows on their properties was discontinued. No doubt the member for Narrogin would be aware of the dairying activities which went on in his district not so many years ago. In that area a butter factory was established, and some of the finest stud herds were kept. With the increase in the price of wool, with the development of subclover pastures on a large scale, and with the development of the sheep industry, dairying in that district disappeared completely.

In the early 1950s, when the price of wool reached astronomical proportions, I well remember in the Upper Blackwood district the sales of dairy cattle on almost every day of the week. The farmers could not get out of the dairying industry quickly enough. It was not that dairying became a poor industry, but because the other agricultural industries offered so much better returns.

Much has been said about the efficiency of the dairying industry. I believe it is most efficient, and that can be proved by the fact that the very latest machines in various forms, and the most modern techniques, are being used. One of the most interesting developments in the dairying industry in recent years is the use of the herringbone type of shed, with low-line milking runs, with radial gates, and with circular yards. This has made it possible for a dairy farmer to milk 100 cows in a little over 1½ hours. A few years ago it would not have been thought possible to milk so many cows in that time.

For instance, a herd of 150 Friesian cows is milked by two operators in two hours, the production being 560 gallons. This indicates the extent of efficiency achieved and progress made. A few years ago such a thing was believed impossible. However, because of the latest techniques, farmers are able to milk more cows in a shorter time and this helps to offset, to some extent, the rise in costs. The production per cow in this State has also been increasing very steadily and last year the average production per cow under a pure bred testing scheme was in the vicinity of

830 gallons while the production of commercial herds—something like 25,000 cows were tested—was 606 gallons. This indicates the big improvement which has occurred over the years.

A terrific impact has been made on the control and prevention of many of the diseases to which the dairying industry was subjected some years ago. Mastitis which has cost and is costing the industry many millions of dollars, has been the subject of research by our department and, with the up-to-date methods, a great deal of control over the disease has been exercised.

The testing of dairy herds for TB has been, in recent times, a wonderful success and the incidence of TB in the dairy herds in this State is almost negligible. The industry has also been a help in many ways to the beef industry, particularly in regard to the prices the farmers get for vealers. Only recently I read that 15 Friesian bull calves, only eight months old, realised the remarkable figure of \$119.70; and many farmers are now not bothering to produce milk for butterfat, but are just rearing calves, and doing it extremely well.

The Government deserves congratulations for the manner in which it has handled the dairying improvement scheme, and for its consolidation scheme. Both have been of immense benefit to dairy farmers and have enabled many of them to almost double their herds. However, at the same time, I feel that even more help is required to enable the farmers to diversify their production more than has been possible in the past. Because of the condition of my voice at the moment, I am afraid I must conclude my speech at this point. I support the motion.

**MR. W. A. MANNING** (Narrogin) [6.4 p.m.]: I wish to say just a few words on this debate. First of all I would like to congratulate you, Mr. Speaker, on your election to the high office of Speaker. I am sure you will fill that position with credit to yourself and to this House, and I am sure that you, as Speaker, and I, as your Deputy, will get on very well together in the work.

I would like to pay a tribute to the previous Speaker (Mr. John Hearman). He was a very capable Speaker and carried out his duties in this House in such a manner as to maintain its status.

Perhaps I could congratulate the new members who have been elected to this Chamber, because I feel the standard of their speeches has been exceptionally high. The speeches have been delivered very attractively and have demonstrated that a tremendous amount of thought has been put into them. Another good feature concerning the new members is that they have known when to sit down.

A lot has been said these days about land speculation and about people making money by holding onto land. Complaints have been made about costs being forced up, and so on. However, we would hardly think that a semigovernmental department would be responsible for this type of action by obstructing the subdivision of land; but I find that this is the position. An area of land—approximately 30 acres—in Narrogin is held by the Public Education Endowment Trust. The Government encourages town planning and Narrogin is a town which has spent a lot of money on planning. The council has prepared a plan for this area; but do members think the Public Education Endowment Trust is interested in anything like that? No, it is not. It is not worried about how the town gets on or about its appearance.

The existing subdivision was planned many years ago when the town was first established, but today the plan is perfectly useless. I think it is time something was done to force a semigovernmental department to participate in town planning. It is said that the Queen can do no wrong; but I say she has some very poor representatives. The policy has been to encourage town planning schemes, and yet this trust has waived such a scheme aside.

Mr. Lewis: Do you know the purpose for which the trust was established?

Mr. W. A. MANNING: To make money, I suppose.

Mr. Lewis: And do you think the trust would gain more money by selling or leasing the land?

Mr. W. A. MANNING: I think the trust has a responsibility to the local people as well as in regard to making money for the Education Department. It all depends on how the situation is viewed. The following is the applicable paragraph contained in a letter dated the 2nd December, 1966:—

Whilst the proposal seems satisfactory, in the absence of any present demand for lots for light industrial purposes, the Trustees have decided to postpone action to obtain the necessary authority from Parliament to subdivide and sell. It can do this when a demand arises.

Just imagine the situation. People in recent times have been looking for land on which to establish small industries, but what are they told when they apply for the land? They are told it is not available for purchase, but that it can be leased for 21 years or 99 years; and only in some cases will consideration be given to selling the land. All these investigations, and so on, take time; and, incidentally, the trust has not complied with the suggested subdivision. Therefore, for the time being the trust is leasing the land to several people. It is just taking chunks—if I might so express it—of land hither

and thither with no regard whatever for town planning. If this procedure is continued, reasonable town planning will be impossible.

Mr. Lewis: Are you sure this land comes within the town planning scheme at Narrogin?

Mr. W. A. MANNING: I have the plan here.

Mr. Toms: How long has it been in force?

Mr. W. A. MANNING: For some considerable time.

Mr. Lewis: We are getting far more income from leasing the land in the vicinity than we would by selling it. In any case, we have not had an offer to purchase.

Mr. W. A. MANNING: I have here a letter, dated the 28th June, 1968, which indicates that plenty of time has elapsed in which the matter could have been pursued. I took it up with the trust, and the following is the reply I received:—

The Trustees are prepared to consider any reasonable proposal from persons or companies desiring to establish industrial businesses in Narrogin to either lease or purchase the portions of the Trust land which are under short-term lease to Kemp. Because the land is an endowment for public educational purposes the Trustees' policy is to lease if it is practical and profitable to do this. They have power to lease up to 21 years or with the consent of the Governor, up to 99 years. These extensive powers of leasing would meet the needs of most individuals and concerns desiring to set up business. If a lease for any term of up to 99 years had no appeal, then the Trustees would be prepared to consider sale. In doing so, however, the Trustees would be in duty bound to weigh the comparative returns of rental from leasing and income from investment of capital proceeds arising from sales. The leases recently arranged were on terms favourable to the Trust and have probably proved more advantageous than if the land concerned had been sold to the lessees. In the event of a future sale being negotiated, any delay associated with obtaining Parliamentary authority should present no obstacle as the position of the intending purchaser could be protected in the short term by lease and followed by transfer when the necessary authority was obtained.

Because of their present leasing commitments and for the above reasons, the Trustees are not prepared to sell the land to the Narrogin Town Council—

The council made the proposal that it would buy the whole lot and subdivide it

as the trust was not prepared to do this; but this proposal was knocked back. The letter continues—

—but, so far as possible, will co-operate to ensure that the industrial development of the town is not held up.

How it co-operated!

Mr. Lewis: We are prepared to negotiate, but we have not received an offer other than the one from the council. But why sell the land to the council and let it make money on it?

Mr. W. A. MANNING: The council, which receives inquiries, knows the conditions under which the land is available and it has to inform those interested that they cannot buy the land unless they wait a long time, because it has not been suitably subdivided. The council has to tell those interested that they can lease the land. However, how many people want to lease land? Admittedly some have done so, because they have had no alternative; but I challenge any member to take a lease to a bank and ask for finance to build on the land. He will see how he gets on!

Mr. Lewis: If the lease is long enough, the bank will co-operate.

Mr. W. A. MANNING: You must have a better bank than I have.

Mr. Graham: The one that lives here!

Mr. W. A. MANNING: I am the one who lives here!

Mr. Graham: I was referring to the bank!

Mr. W. A. MANNING: The banks are very particular on this point. When a prospective manufacturer inquires about a piece of land and is faced with all this trouble, he usually looks around for another lot; and even that is difficult to find. Recently an area was thrown open by the Lands Department for industrial purposes, but it was discovered after it had been put up for auction, that a water pipe leading to the Railways Department engineering workshop was under the land and therefore the land could not be sold. So that particular project was held up because of another Government department.

I feel that in all these cases a reasonable outlook should be maintained. The pros and cons of the situation should be weighed up to decide whether the benefit to the Education Department—

Mr. Lewis: It is not the Education Department, you know. The Education Department has nothing to do with it.

Mr. W. A. MANNING: Where do the funds go?

Mr. Lewis: To help the children of widows, ex-servicemen, and so on, to go to school.

Mr. W. A. MANNING: I am glad the Minister made that interjection because I am now going to deal with a case concerning death duties. It is a really good one! A short time ago a lady lost her husband and was left with a farm and five children, their ages being 13, 11, 10, eight, and six. She was very unfortunate in losing her husband and, of necessity, she had to continue working the farm in order to obtain an income for the children, who are mostly boys and who are interested in the farm. But what did she find? She was faced with the problem of paying \$18,000 in death duties. She had to borrow this amount.

It is shocking that the Government of this State, and that of the Commonwealth—because the Commonwealth is also involved—should allow such a situation to continue. This woman has lost her husband and therefore must manage the farm on her own and must also bring up the children on her own. She must also employ labour for the farm and, in addition to all this, she is faced with the necessity of borrowing \$18,000 on which she must pay interest. This is her reward. If ever there was a pernicious tax it is the death duty tax! People like this widow are faced with a double penalty—they lose their loved one and then \$18,000 is taken from them.

Mr. Jamieson: What is the capital value of the property?

Mr. W. A. MANNING: I do not know. A lot of the farms are fairly high in value. This farmer had had the property for some time and had built it up, and its potential value was very high. And that is what the tax is estimated on. Who is responsible for this sort of money being taken from a widow? There are hundreds of such cases.

Mr. Graham: The situation should be the same as that applying to pensioners. The duty should be payable when the property is sold, instead of at the time of death.

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

Mr. W. A. MANNING: Before the tea suspension I was concluding some remarks regarding death duties, and I gave an instance of what had happened to a woman who was widowed. She has five children to look after. I would point out that in such a case the widow might pass on shortly after the husband died. It is not likely to happen in the case to which I referred, but one never knows what is likely to happen at any time. The property would probably be left to the children, or to trustees acting on behalf of the children, but the estate would be liable for another lot of death duties.

It is true that these duties would be reduced to some extent, but if an estate is called upon to meet a series of death duties in quick succession, it is not long before the value of the estate has greatly

deteriorated. Is this a fair proposition? I think it is robbery that we as a State should take money for the use of the general citizens from people in the circumstances to which I have just referred.

It could be said that the husband should have provided for his wife and children by making a gift to her before he died. However, had he done this within a three-year period prior to his death that gift would be declared void, even though it had been given to the wife to enable her to continue to look after the children. It seems to me that the whole set-up is entirely wrong.

Mr. Bickerton: Give her a gift every year to make sure.

Mr. W. A. MANNING: I suggest that more consideration be given, by those responsible, to the provision of revenue than is given to the social consequences of the means adopted to obtain that revenue. In my view it is time we put social consequences first and the collection of revenue second.

Admittedly, we must have revenue; but surely we do not have to get it by taking it from people in the circumstances of which I have just made mention.

I would like to revert to the matter of the Education Trust. I got off this subject a little too quickly because the Minister mentioned the use of the funds for children. As the Minister is so co-operative I think he might compromise a little and I would suggest that if the trust would proceed with the subdivision, and with the provision of streets, as is provided for in the Town Planning Act, so that the lots could be got ready for sale or for lease, whichever was desired, I would have no objection to the proposal. What I do object to is the fact that the land is not in a suitable state either to be sold or leased. The trust does not seem to be inclined to do anything about the matter. If what I have suggested were done, some money would have to be spent before there was any return. However, if one subdivides land one has to spend a huge amount of money before one gets any return from it.

But the trust does not seem to want to do this. In my view when a good plan is suggested the trust should accept the proposal and subdivide the land. I have no objection to the trust selling or leasing the land, so long as it is available for the people who want it. The town council has no real desire to purchase the property, but has offered to buy the land and subdivide into building lots so that something will be done. If the trust is prepared to do that there would be no complaint about it.

Mr. Lewis: Have you had a look at the Act?

Mr. W. A. MANNING: No.

Mr. Lewis: Then I suggest you do.

Mr. W. A. MANNING: If the trust is worried about the money, it has already—

Mr. Lewis: I am not worried about that. You look at the Act and see what appears in it.

Mr. W. A. MANNING: It has some powers in it that I do not like, anyway.

Mr. Graham: So we gather!

Mr. W. A. MANNING: At this stage I wish to pay a tribute to the work done by the officers of the Department of Industrial Development. I have found them to be a keen group of officers who have a great knowledge of the work they do. Recently we had a regional industrial display in Narrogin, which was planned by the regional council. There was a tremendous response from the regional council and the manufacturers, but I would like to mention that it was the enthusiasm of, and the encouragement from, the officers of the Department of Industrial Development that put the finishing touches and the polish to the show, which attracted huge crowds. I wish to pay a tribute to those officers for what they did.

Time was no object to them; what hour they knocked off did not matter, and they worked some very long hours. I have heard criticism in this House about what the Department of Industrial Development is doing in regard to decentralisation. As far as I am concerned, the officers of that department are doing quite a deal. I have found them to be most co-operative and any likely industry is given encouragement and help.

No-one can start a country industry with only a block of land. It is necessary to have a block of land and a man with an idea and some capabilities. If one has those, the department will get behind the project. One cannot expect to apply for help to start an industry unless one has something on which to work; if one has that the department will give every assistance.

Incidentally, I hope the Minister for Housing will be provided with ample funds to ensure that industries which are starting up in the country, and which have been given encouragement and help by the Department of Industrial Development, will not be crippled because of a lack of staff caused by a lack of housing. If that does happen the work of the Department of Industrial Development will be brought to nought.

Another subject I would like to discuss, because it is one which causes me great concern—and I have mentioned it before—has to do with the amount of goods we import from the Eastern States, particularly clothing and foodstuffs. There is no reason why we should import such quantities of goods. They could be manufactured in our own State and at present there is a very great imbalance.

It was this that led me three or four years ago to suggest it was time we thought about secession again. I cannot see it coming about, but I do not think it would be a bad idea. We will never put ourselves in a strong position unless we manufacture more goods and make ourselves less dependent on the Eastern States.

Mr. Bickerton: We might find ourselves in a similar position to Czechoslovakia.

Mr. W. A. MANNING: We might! We know that secession will not come about, but sometimes the position with Eastern States goods makes one feel like seceding. I have a suggestion to make. Many people do not know what goods are made in Western Australia. There are few people who would be able to go into a shop and pick out the goods which were made in Western Australia, even if they were minded to do so—and some do not care. Something should be done to bring before the notice of the public the goods that are made in Western Australia. As regards Eastern States goods, the advertising is done on a national scale—throughout the Eastern States and in Western Australia. In other words, the TV programmes advertising goods which are shown in the Eastern States are also shown in Western Australia. But our manufacturers have to provide a programme especially for our own goods, and this is more costly.

Mr. Lapham: Our manufacturers have to compete against dumped goods.

Mr. W. A. MANNING: I do not know about that.

Mr. Lapham: I do.

Mr. W. A. MANNING: That could be so in some cases but I would have to investigate the position before I would agree with that statement. I suggest that the State take in hand a certain amount of advertising on behalf of local manufacturers. I cannot see why we should not provide a few short TV shows at a picked time in the evening—somewhere near the show "Today Tonight," or some other popular show—to advertise our goods.

I do not know whether it would be possible for these shows to be screened on the national television station, but perhaps the Department of Industrial Development could lend a hand to enable that to be done. Probably the commercial stations would have to be used, but I think each evening two or three items of locally manufactured goods could be advertised on the screen. They could be displayed in a short show on TV two or three times during the evening. If that were done I think it would create a great deal of interest in our industries and in our goods.

This project would not be costly if it were done on a State-wide basis, but at least it would be an attempt on our part to sell our local goods. I believe we should subsidise the local manufacturers to that extent, by providing TV advertising for them. This would enable many people to see what is manufactured in their own State.

Mr. Toms: What about suggesting that they have the commercials all at the one period and then allow the shows to go on without interruption?

Mr. W. A. MANNING: I would like to see the shows screened on the national station through the good offices of the Department of Industrial Development but I cannot see that happening.

Much has been said about the progress of the State but, in my opinion, our progress speaks for itself. It is said that "What you are speaks so loud that we cannot hear what you say." I think that applies to the State generally and therefore I do not need to make any further comment on that point.

I am not one who bemoans what is going on in the north. Some people always want to complain about what is going on in the north and what is not going on somewhere else. However, what is happening in the north is for the benefit of the State; it is part of the development of the State. The north was a liability to the State; now it is an asset. The development in the north had some impact on the southern towns for a short time. The work there attracted a good deal of labour from other industries, but this problem has gradually been overcome and these days there are more people ready to accept employment in southern towns than was the case not so long ago. There is not such a great demand for labour in the north as there was.

This matter, too, involves the Minister for Housing; because the people who went to the north vacated houses, those houses were taken up, and now that the people have returned from the north they cannot find accommodation.

I think that covers all I have to say at the moment, and I support the motion.

MR. SEWELL (Geraldton) [7.41 p.m.]: I wish to congratulate you, Mr. Speaker, on your appointment to the high position you now hold in this Assembly. We who knew you as a private member know that you will always protect the interests of the private member and that you will not worry too much about looking after the interests of Ministers of the Crown.

I also wish to congratulate those new members who were elected to this Assembly at the recent State elections. I hope the time they spend here will be fruitful not only to themselves but to the rest of the State. Since I came here in 1950—and

that does not seem long ago—the State has made wonderful progress, and the associations one makes in an institution such as this prove that what we hear about the spirit of the Australian people is certainly true. I hope the new members will have a long and successful career in the Parliament of Western Australia.

The first subject I wish to discuss tonight deals with the water problem. This is a hardy annual of mine and although at the moment there are no difficulties in regard to water in my electorate, the position might become a little serious during the next summer with the possible rationing of water for domestic supplies. In my view the whole position in regard to water supplies throughout the State should be investigated by both the Federal and the State Governments. We know of several rivers in this State where millions of gallons of good water annually are allowed to run away to the sea during the winter. This is a complete waste, because during the long hot summers many farmers and graziers have difficulty in getting water for their stock.

So I recommend to the Government that steps be taken to provide for measurements of both the Chapman and the Murchison Rivers to find out whether a plentiful supply of water could be made available, if not for domestic purposes, then for agricultural purposes, in the years to come. We know that in the eastern parts of Western Australia, with the assistance of Federal finance, wonderful progress has been made in the conservation of water. I have heard it said that some of our rivers which are considered to be tidal—that is, where the tide comes in and the water which flows back up the river takes with it a certain amount of salt—would be unsuitable for providing any type of water supply.

However, at one stage I was fortunate enough to see what had been done in South Australia by the Murray River Conservation Board at a place called Goolwa, where there is what is known as the Goolwa barrage. When that facility was provided it turned an inland sea into a lake from which water could be used to irrigate some of the dairy farms in the area.

Another hardy annual to which I would like to refer is the Geraldton Harbour. We do not seem to be getting anywhere in regard to the deepening of this harbour. We know what is involved, and we know it will be an expensive job. I know that the Premier agrees it should be done, and I know that the Minister for Works agrees this work should be carried out, but we just do not seem to be able to get the necessary finance to give the okay for the deepening of the harbour to enable it to take larger ships with more draught than the ones at present.

Recently we have heard quite substantial rumours in our area about the Japanese doing something at Port Denison for the purpose of exporting natural gas found in that area. This has been more or less denied by the principals of Wapet, who claim that the amount of gas the Japanese said they would require would not be available and they were not sure that the field would be a commercial one. On the Wongan line we know that at Koolanooka, at least, quarrying is taking place and iron ore is being mined for export through Geraldton. There are also said to be deposits at Mt. Gibson and adjacent areas.

The suggestion has been made that the people interested in these things have been considering installing a port at Jurien Bay. This seems to me to be quite wrong. It would mean that we would have two more so-called ports between Fremantle and Geraldton—that is at Jurien Bay and Port Denison, which we know as Dongara. I think this money could be better spent on deepening the harbour at Geraldton to enable it to take ships with a deeper draught. This would be far better than having two or three hotch-potch ports. I hope the Premier and the Minister for Works will be able to enlighten us before the end of the session as to the Government's policy concerning the deepening of Geraldton Harbour.

Mr. Hall: Where is it?

Mr. SEWELL: A matter that has been brought to my notice in the last 12 months is the position in which primary producers are gradually finding themselves because of what they term low prices. We old-fashioned people consider these to be high prices—the commodities are certainly priced high when we buy them. But the primary producers are concerned at the low prices they receive for their products and the high prices they must pay for the commodities they require.

I feel that both the Federal and the State Governments have been lacking in their duty in this respect. They have permitted large monopolies to monopolise the marketing of certain commodities to the detriment of our primary producers. This does not apply to the old-established producers, no matter what they are producing—and I speak now particularly of wheat, wool, meat, and the products from our dairy farms. I understand that the price of butterfat today is the same as it was in 1954. To me that seems to be economically wrong. How can we expect people to exist on the prices they were receiving in 1954, particularly with the high costs today? It is just beyond my comprehension.

Both the State Government and the Commonwealth Government should do something to see that the prices of the commodities needed by our primary producers are controlled in some way. They should not be exploited by the monopolies

to which I have referred. This particularly applies to the price of meat in the country areas when compared with that in the metropolitan area. It is quite ridiculous when we compare what a farmer receives for his grown sheep or lambs with what one pays for similar meat in a butcher shop.

I would now like to touch briefly on the question of hostels in Geraldton. As I have said before, but I would like to repeat, we have been very well served by the department in connection with hostels and schools, particularly in regard to their siting and the type of building that has been erected. We have been very fortunate with the staff that has been provided for our hostels and schools. This also applies to private schools in the area.

Extensive additions are being made to the Geraldton High School at the moment; indeed I do not think a year goes by without some quite large extensions being made to one school or another in the Geraldton district. This speaks very well for the productivity of the area and proves that more and more people are coming to Geraldton. The more schools it is necessary for us to build the better it is for the country.

I must also say that the Minister for Housing has been reasonably generous on occasions in providing finance for housing in Geraldton. We are, however, still very short of housing facilities and we would like the Minister to provide more money so that the housing programme in Geraldton might be extended. It will be money well spent in an area which is very worth while.

As I have already said, our school buildings, the grounds surrounding them, and the conditions obtaining generally are a credit to the State. I would, however, like to draw the attention of the Minister for Education to the fact that we have not what I might call a full-time technical school. At the moment the technical school we have is doing a very good job, and it deserves the thanks of the community for the work that it is doing. But we want what I might term a full-time technical school with all the attendant facilities that such a school should have. This is very necessary because our area is expanding so quickly, and we are becoming more or less industrialised. We are now reaching the point where it will be necessary for the young lads and apprentices of various grades to be provided with the facilities of a full-time technical school.

Through the Minister for Works I would like to congratulate the Main Roads Department. Its engineers, staff, and workers generally are doing a very fine job in building what we term the ring road at Geraldton. Anyone who knows the town will know of the mess that was made in years gone by as a result of the railway line being sited along the front beach in the

vicinity of the harbour. A road is now being built on the outskirts of Geraldton and entering the harbour area at the top end of the town.

I would not like to hazard a guess at the amount of money that has been spent in that area—it must be a considerable sum—but the project will keep the heavy haulage trucks out of the town where they have proved to be quite a nuisance during the heavy wheat season. When the roads are completed they will serve a very useful purpose. I am sure they will be laid in a most expert and workmanlike manner, and our congratulations must go to all concerned in the building of these roads.

It has been the policy of the department where sharp corners and bends have been truncated to plant trees in the area that is not required and which was not handed back to the farmer. These trees have been planted along the North West Coastal Highway, and if members care to view the area they will find parking bays and long miles of road along which small trees have been planted and have grown quite well. These are planted every year, and they do to a great extent make up for the damage caused by the bulldozers when widening the various roads. I have no doubt that in a few years' time the residents of the area and the visitors will commend the Main Roads Department for its tree-planting policy.

The Minister for Education will know that the hostels committee has recently visited Geraldton in connection with the establishment of a hostel for boys. Some difficulty was experienced in the first place, and though the site proposed is an excellent one, no work has been carried out in connection with the levelling of the block—at least not up to last week when I left Geraldton.

I understand that the hostels committee has agreed to the establishment of a 60-bed hostel in the area concerned. This will cost about \$100,000 or so. We do not know whether tenders have been called or, if called, whether any have been let. The people in the district are wondering what is happening, because the hostel is supposed to be in operation next year. I can assure the Minister that such a facility will be greatly appreciated. It is certainly needed and when it is provided the country people will know that they have a hostel which is close to the high school to which boys can be sent, whether they come from Singapore, Derby, Port Hedland, or anywhere else, and they will know they will receive the best education.

I would now like to draw the attention of the Government to the necessity for a university college at Geraldton itself—I don't mean at Northam, Albany, or Bunbury, but at Geraldton. We know that the committee set up by the Government did not recommend the establishment of a university college at Geraldton. I do not

have the recommendations with me, but they are no doubt known to members. The committee more or less marked time on the matter. The people of Geraldton certainly do not agree with the committee's recommendations.

Mr. Lewis: Do you agree that Albany would be a better place?

Mr. SEWELL: Definitely not. We consider that the first and basic consideration should be the need of the people; not what it will cost, or what it is likely to cost each year. From the figures provided by the committee appointed by the people of Geraldton—not the committee appointed by the Government—we find that two-thirds of the people of the State live in the southern portion and in the city areas. Surely it is not good for the State generally to continue the concentration of these facilities in the city areas to the exclusion of the country!

Mention was made in the Press of a recommendation to which the Government had agreed for the establishment of another university on the outskirts of the city. I do not agree with that; I think this university should be placed somewhere else—certainly not at Bunbury.

We find that the students residing in the metropolitan area who attend the University represent 6.95 per 1,000 of the population, while the figure for those resident in the country falls to 2.52 per 1,000 of the population. If the figure for Swan was deleted from the country figure it would fall to as low as 2.27 per 1,000.

These figures indicate the shocking handicap that is experienced by country people so far as higher, tertiary education is concerned. All that the country people want is something similar to what is enjoyed by their brothers and sisters residing in the city—security and proper facilities for the education of their children.

I claim Geraldton is the logical place for a college; and I think all the Geraldton people would be behind me. Geraldton has the right geographical position and it is in close proximity to the growing and expanding north, which we hear so much about; and we know it to be true. It is also close to places like Singapore and Kuala Lumpur. Quite a few students from those places attend the private and State high schools in Geraldton at the present time, as some do in the city.

The climatic conditions are near enough to being ideal and are certainly better than those experienced in the metropolitan area. Staffing would not be a problem, but the land position might be a little difficult at the present time. I know that at one time I claimed in this House the Crown had sufficient land on the outskirts of Geraldton, but a final examination showed that there were too few acres in this reserve to satisfy the requirements of a college over the years. Therefore, it looks

as though it will be necessary to go further into the country to acquire a portion of someone's farm.

Questionnaires were sent out by the committee, which I mentioned previously, to parents in areas as far north as Broome, and most parents were in favour of a college at Geraldton. The number of questionnaires returned was 725; the number not interested, 137; number interested, 588; and the number of children involved, 676.

In regard to the branch of higher education required, the figures were 225 for university; 140 for technical college, 79 for agricultural college; 97 for commercial college; and 135 for teachers' college. It can be seen from these figures that a large cross-section of children would be prepared to take an interest in the subjects which you, Sir, and I agree are vital to this State.

The Government should not worry about some economists saying that we cannot do this or we cannot do something else. This State as far as produce and scientific farming are concerned is making great progress, and the same can be said of our industries. Therefore, we cannot afford not to have a college; and if one is to be provided, then the logical place is not between the metropolitan area and Bunbury, but in the Geraldton district.

MR. TOMS (Ascot) [8.5 p.m.]: May I join with the previous speakers and take this opportunity to congratulate you, Sir, on your election to the Speakership of the Legislative Assembly of Western Australia. I have no doubt you will occupy that position with great credit to yourself and with satisfaction to the members of this House. I also congratulate the member for Narrogin for once again occupying the position of Chairman of Committees.

I believe, too, a few words of congratulations should be offered to the new members in this Chamber. It is particularly pleasing to recall the strength of the speeches that have been made by the younger members. This augurs well for the future; and I would say the standard of the Address-in-Reply speeches and maiden speeches has been very high. There was only one maiden speech to which I could have taken exception and I am happy that no interjections came from this side of the House when that speech was being delivered.

In the first place I wish to deal with a couple of subjects that are of local interest to my electorate. The first has to do with education, and it is a matter which I raised with the Minister in 1962. I am referring to the boundaries of the Hillcrest School. No doubt many members in this House have heard me speak previously about the ridiculous position that exists there.



I first raised this matter in 1962 and I received correspondence in 1963. That is the total amount of energy that has been expended in trying to remedy the situation. I will quote one paragraph from a letter which I received from the Minister on the 3rd October, 1963. It reads as follows:—

This situation is recognised by the department as very undesirable and constant investigation is made to see if it is possible to relax the boundary to any extent, or to make an optional area between the two schools.

That was nearly five years ago; and I am not at all happy with the extent of research that has taken place or the result.

Mr. Lewis: What is the other school?

Mr. TOMS: The Hillcrest Primary School.

Mr. Lewis: What is the other one?

Mr. TOMS: I am speaking about Hillcrest.

Mr. Lewis: What is the name of the school near Hillcrest?

Mr. TOMS: I am speaking of the boundaries of the Hillcrest School. I have explained before how children living on the opposite side of the school can look at the school and yet have to go half a mile to another school.

Mr. Lewis: What is the name of the other school?

Mr. TOMS: The Embleton Primary School. I suggest that when schools are being established consideration should be given to using the backs of the lots—the back fences—as the boundaries. The Minister could have got over this problem by going back one block facing the street. I suggest the department should perhaps, go back two blocks; but not down the middle of the street. Use the back fences of the houses facing the school.

This problem arises in many local authorities where the centre of the road is the boundary. One local authority wants to do something, but the other is not ready. Therefore I suggest that the back fences be made the boundary of these school areas. I hope the Minister can do something about this problem, because it has dragged on for a long while and the children in the area are entitled to a little consideration. I would be quite happy if the Minister only took the boundary back so that those children living in places that face the school can attend. It is ridiculous that these children have to go to a school situated half a mile away.

The Embleton Primary School Parents and Citizens' Association took up a matter with the department concerning the grounds surrounding the newly erected junior primary school in Collier Road. The department wrote to the parents and citizens' association indicating that it was

its responsibility. Over a long period this particular association has done a very good job indeed.

I feel the letter that association wrote to the department on the 12th August, 1968 indicates the work it has done in that particular school. The letter reads as follows:—

Chief Administration Officer,  
Education Department,  
Parliament Place,  
West Perth, 6005.

Dear Sir,

Your letter dated 12th July, 1968 relating to queries of this Association (your ref. 1971/60) was read at our monthly meeting. It was decided that I write to you regarding the first item namely the landscaping and grassing of the Junior Primary School (new construction).

Judging by your reply, it appears that this particular job is to be left to our P. & C. to develop.

If this is the case, the meeting asked me to point out the following facts to you.

(a) For the last 6 years a large amount of money has already been spent on grassing of areas adjacent to the school. We also developed an oval complete with reticulation and a cricket pitch. Trees and shrubs, together with various odds and ends which the gardener and the school requires from time to time are supplied by the P. & C.. Although we have received some subsidies our expenditure still amounts to thousands of dollars.

(b) This year the P. & C. have been assisting with financial help and voluntary work projects for Conservation Week.

(c) The P. & C. is working towards the erection in the near future of a building to house a canteen, library and a hall, which we feel are a necessity. This project has been estimated to cost in the vicinity of \$20,000.

Bearing in mind these matters, it was decided that we have enough on our hand to keep us very busy for some time, and that no money or time are available to establish the area in question. It was therefore recommended that the area surrounding the new building remain as it is unless your Department is able to assist us.

Trusting that your Department is able to appreciate our position.

This parents and citizens' association, as is the case with many others, is very active, and from this letter, one can see the amount of work that has been done. It is a big project and I believe the association is entitled to go ahead with it, but

the department should come to the party at least with the grassing of the grounds. The association has done a terrific amount of work in this area, and I hope the department will have another look at this question.

Whilst on schools I would refer to another matter which concerns the Minister for Police rather than the Minister for Education. Some time ago representations were made to the department in regard to a controlled school crossing in Wellington Road. This is an area I represented prior to the change of boundaries. It was indicated then that, should the counts prove sufficient and provided the local authority in the district would construct footpaths on both sides of the street, consideration would be given to a controlled crossing.

The local authority did provide the footpaths at a cost of some \$3,500 and representations were again made to the department in respect of this controlled school crossing. Three counts were taken. The first count indicated that the conflict was sufficient to warrant this crossing, but the other two counts fell below the first count. However, the average was very close to the requirement for a controlled school crossing. Seeing the local authorities have gone to the trouble of constructing both footpaths as requested, I feel the department should have agreed to the establishment of this controlled school crossing.

At the present time this is a particularly busy road. It is close to the junction of Walter, Collier, and Wellington Roads. Brick trucks and goodness knows what travel along the road, and it will be too late when one or two children have been killed. Unfortunately, that seems to be the pattern; there has to be a fatality at a particular spot before any notice is taken.

I now turn to what I consider to be the Government's lack of sense of values and priorities. I think members will recall that not so very long ago—12 months ago—a statement appeared in the Press saying that the Government had paid \$85,000 for an acre of land in South Perth because another river crossing—and I ask members to note this particular word—might be required downstream from the Causeway.

The Government is prepared to pay \$85,000 for an acre of ground which might be required downstream from the Causeway. I have my doubts as to whether that land will ever be used, but it might be required. Then, of course, the State Government approaches the Commonwealth and asks for \$5,000,000 extra for housing. I do not say that money is not required, but if the sort of thing which I have mentioned was published in the Federal Press it could very well affect the Commonwealth decision on the question whether the State would receive the extra money.

I have a letter from the Australasian Society of Engineers which was written to the Secretary of the Trades and Labour Council, and it reads as follows:—

Dear Sir,

I wish to advise that this Society views with concern the statements of the Government on the question of supply of \$1 for \$1 basis an amount of up to \$1,000,000 and guarantee of half the operating loss for the Concert Hall.

We consider in light of the acute housing problem in this State the following question should be raised with the Government:—

From where is the finance for this project being drawn and is it likely that a similar amount can be made available to relieve the State housing problem.

Trusting the Council will endorse this matter and act accordingly.

With those two references I indicate the manner in which this Government is prepared to throw money around. For many years I have been raising the matter of the extension of the sewerage system in both the Bayswater-Belmont and the Bayswater areas. However, I find there is no money available for this work. Those members who have taken the trouble to read the annual report of the Metropolitan Water Supply, Sewerage and Drainage Board, to the 30th June, 1966, will no doubt be amazed when they look at the map showing the area which is sewered.

In answer to a question, I was told that the greater part of Bayswater was sewered. Unfortunately, the Minister had the idea that Bayswater was the area surrounding the Bayswater station, and not an area of 10.7 square miles. In fact, less than 25 per cent. of the area of Bayswater is sewered.

Recently I approached the department and requested a small sewerage extension in the district. The department replied to the local authority and asked it to contribute \$36,900 towards the job, the total cost of which was \$56,000. This emphasises what I say: the Government's idea of priorities and values is out of all proportion.

The Government is prepared to hand \$1,000,000 to the Perth City Council for a concert hall, and then, of course, guarantee to cover half the loss. We are entitled to ask why \$56,000 cannot be made available for a small drainage scheme, or even for housing. I am not saying we do not need a concert hall, but I am saying that we have the right to get some sort of priority in our list of works.

I now wish to turn to the subject of town planning. For some time I have been a critic of some of the moves regarding town planning, and I believe I will continue to be a critic until such time as reason prevails in the department. Earlier this

year I asked what the total number of staff was, and I was informed that it numbered 74; and, remarkably enough, the member for Swan suggested—on the same night—that the staff of the Town Planning Board should be doubled to handle the work.

I am satisfied that that staff should be sufficient to handle all the work of the department. I am half inclined to believe that far too much time is spent on feasibility studies. When one appreciates the fact that all local authorities have now been requested to submit their own town planning schemes, I am beginning to wonder what does take place in our Town Planning Department. I know that within the Town Planning Board there are at least six different committees. I am not referring to the department. There are not less than 50 members between the six committees, and when one tries to get a subdivision through it is handed down from section to section. No wonder it takes years, at times, to get a subdivision through.

What I have complained about most bitterly—and will continue to complain about—is the desire of the Town Planning Board to grab as much land as possible. An article appeared in *The West Australian* on the 30th September, 1966, saying that the Main Roads Department envisaged eight-lane freeways for Perth. I do not mind eight-lane freeways; what I complain about is the amount of land which is required for the freeways. I think it might be interesting if I read a small section of the article which appeared in the Press so that a comparison can be made with the land required for the Kwinana Freeway. The article is as follows:—

The Main Roads Department has decided to make all future freeway reserves 132 yards—double the width of Kwinana-freeway—to cope with traffic needs to beyond the turn of the century.

On the 5th October, 1966, I asked the Minister the width of the Kwinana Freeway. He replied that the freeway was 152 feet wide. It does not take much calculation to work out that the Kwinana Freeway is just under 2½ chains wide. Yet, the article published in the paper stated that the six-chain highways are to be double the width of the Kwinana Freeway.

I believe that resumptions should not be much wider than the Kwinana Freeway, except where there are turnabouts and crossovers. There should not be any need to resume any more than three chains of land. This is not only my opinion; a town planner of some repute in this city agrees entirely with that statement.

The Kwinana Freeway has two two-lane highways, and there is a 40-foot verge on each side. Also, there is a 20-foot strip

in the centre. Therefore, not much more than three chains is required—which would be 44 feet more than the width of the Kwinana Freeway—to provide three lanes in each direction. It would be a simple matter to reduce the side verges to make provision for the extra lanes.

As I said last year in my criticism of the Town Planning Department, that department has set out to grab plenty of land. It does not matter who is affected, the department intends to grab the land. I know this might not be of vital interest to, or vitally affect, members from country areas, but when those members see the Town Planning Department grabbing strips of land six chains wide to the north and six chains wide in various other directions, they should appreciate the upset caused to the people in the districts affected.

On the 15th October, 1966, another article appeared under the heading, "Planners Apply Freeze to Big Area in Belmont." Somewhere in that area it is proposed to build a prestige road. I do not think it is for the use of the public so much as for prestige purposes.

A man came to me as a result of the article which appeared under that heading. He has a nice home at the intersection of where this road will eventually go. He wanted to know how he would be affected. I made inquiries and the reply indicated that he had no worries.

I do not suppose the department worried about whether he had any worries, because that is the attitude adopted by the department. The department grabs all the land it thinks it might need, and it adopts the attitude that if the land is not wanted in the future it will not worry the department. However, it is a worry to the people who own the land in the area. Those people are expected to pay their land tax and local authority rates on land which the Metropolitan Region Planning Authority tells them they may dispose of, if they can.

That is about the strength of it. It is impossible for the people to dispose of their land along a proposed highway or freeway. The majority of the people who will be affected by the Beechboro-Gosnells Highway—and that is the area I am particularly interested in—are working-class people. They are vitally affected because of the blanket cover over their land. I would not be so concerned if the blanket cover was for a matter of two or three years, or even up to five years, when the owners could expect some sort of subdivision or some sort of compensation for their land. But when one has to bear in mind that these things are planned for 20 years ahead, then two decades of a person's life are involved in finding the rates which have to be paid on the land.

Members will recall that when the first six-chain freeway was mentioned in this House I stated the case of an Italian—he was a natural-born Australian but had Italian parents, and had fought in the last war—who built a house in Beechboro Road, Bayswater. It was a brick home. However, he discovered that he was in the middle of the proposed new freeway—or the Gosnells-Beechboro Highway. He shifted about half a mile down the road and was told he could go ahead and build. He built a beautiful brick home on a doublefrontage block, and developed the grounds and grew lawns and roses. However, the department has now decided that it must have a six-chain freeway and this man finds he is again in the middle of the freeway.

So is it any wonder that I criticise the actions of the Government because it does not know where it is heading? It is absolutely ridiculous to consider resuming six chains of land for the purpose of roads. I will admit that where there are to be intersections and crossovers and underways, it might be necessary for the strip of land to spread out.

What is proposed applies right through the Bayswater area. I will continue to fight against the department's attitude on this matter until reason is reached.

When one considers what is going on, it is a little heartening to see a letter such as one I received from the Nedlands-Crawley Residents' Association. Of course that area is a long way from my district. It might be as well if I read the whole of an article, which was enclosed with the association's letter. It is headed, "Planned Freeways Waste of Money," and reads as follows:—

Perth's proposed freeway system was a huge waste of public money, an Eastern States town planning authority said in Perth today.

Adelaide University's Professor of Architecture and Town Planning R. A. Jensen said—

I do not think a fellow with those qualifications would be a slouch. To continue—

—it was time Australia stopped importing so-called planning experts from America and began applying common sense to its traffic problems.

U.S. planners advising almost every Government in Australia were, in many cases, the same firms whose ideas were being proved useless in major American cities.

Said Professor Jensen: "I am not criticising the planners in Perth. They are just doing their job. I am criticising the politicians who are allowing these schemes to ruin one of the most beautiful cities in Australia.

"My first reaction was one of horror when I saw what the Roads Department had done to the river foreshore."

He said it was pathetic to see beauty spots like the Swan River being defaced by outmoded, status-symbol freeways. These spots should be left for the people to enjoy.

Those are my sentiments in regard to many things which are going on today. To be truthful, I do not believe it is town planning; I believe it is haphazard planning and the sooner we face the reality of the situation, the better off we will be.

I now wish to turn to the matter of the opening up of land. *The West Australian* on the 27th April this year carried the headline, 10,000 Acres for Homes in Scheme to Rezone". Where is this land situated? It is situated at Canning Vale, Kenwick, Maddington, Thornlie, Gosnells, Armadale, and Kelmscott.

Mr. Rushton: A good area.

Mr. TOMS: I agree it is a good area, but Armadale is 18 miles from Perth. North of the river, only six or seven miles from Perth, land is available which has not yet been opened up or developed. Nevertheless planners have the idea of going south of the river to open up areas and thereby create further bottlenecks in getting traffic across the river. Already there is the Causeway, the Kwinana Freeway, and the Narrows Bridge. Nevertheless, they again wish to go south of the river in order to open up more land and create further bottlenecks on the waterways, although land with direct access to the city is available only six or seven miles from Perth, if it were opened up, and no bottlenecks would be created such as those which exist when crossing waterways.

Perhaps somebody knows someone else in the area and has put the story over nicely. Alternatively, perhaps, when land as far out as Gosnells and Armadale is sold at fancy prices, then the land which is situated only six or seven miles from Perth will also bring the ridiculous figures which we have seen lately.

During the debate on an amendment to the Address-in-Reply motion, the member for Swan quoted articles to show how land speculators were working today. This is being done by people who should be reputable in their business dealings; it is being done by a firm connected with the Real Estate Institute of Western Australia. I have a photostat copy to show that the person concerned belongs to the Real Estate Institute of Western Australia.

The member for Swan mentioned that an area of 5 acres was held by what is known as the Wonga Syndicate. There were to be 18 shares and the purchase price of the land was \$40,000, which is \$8,000 per acre. Various costs were estimated and, at the end, it was stated that

the total cost per lot with development would be \$2,963. It was stated that after two years—although this is rather wishful thinking as far as the development of the area is concerned—the anticipated profit could be \$2,537, which would be a profit of 85.6 per cent.

Is it any wonder that land is doubling its price every few years when this sort of thing is going on? We on this side of the House have been arguing for years about land speculation, and we have asked the Government to find a solution. We have said to the Government, "Bring down the legislation to control it and we will support you down to the last man." However, what I have mentioned is typical of what is going on among people who are not considered snide operators. As I have said, the person concerned is a member of the Real Estate Institute of Western Australia. These are matters which have concerned me for a considerable time and they should concern every member of the House.

I wish to touch briefly on the question of housing and immigration. We know just how bad the housing situation is, and for the last four or five years there has been a clamour from this side of the House to indicate how desperate the position has become. Of course the Government never saw a real crisis, but now it is starting to see just that; because in the last election a matter of 250 votes and three seats could have put it out of office. I hope the Government will be a little more realistic now in its approach to housing people.

Perhaps some of the Ministers, and some members who represent country areas, have no problems so far as housing is concerned. However, in the metropolitan area and particularly in the area which I represent, and possibly the area the member for Belmont represents, there is an acute housing shortage. We see many heartaches and almost heartbreaks among people trying to get houses.

I admit a small proportion will possibly never be in a home. This happens in the best of societies. However many genuine cases exist and I believe these people could be assisted and should have been assisted much more quickly than they have.

I read an interesting article in the *Weekend News*. I do not know whether you, Mr. Speaker, had the opportunity to read it. It was written by John McIlwraith after an interview with Mr. Edwin White. The heading is very appropriate because it typifies the position today of many families. It is entitled, "Perth—where to have a family is a crime." I am beginning to wonder whether that is not pretty well a factual statement. We find repeatedly that if parents who wish to rent a home in the metropolitan area do not hide their

children in another district or make a false statement, then they have little chance of getting into a home. I shall read the article, because I think it should be on record. It says—

Mother is in hospital having a baby, and Dad is trying to cope with four young children in a caravan.

Incidentally, I believe the Minister attended to this particular case, but that is not the part that interests me just now. I quote again from the article—

How this couple are to cope with five young children in a caravan defies the imagination of the sympathetic man to whom their story was told.

Yet there is nowhere else for them to live. Their case is not regarded as desperate enough by the State Housing Commission to qualify them for a house under the emergency scheme run for needy cases.

The sympathetic man is Edwin White, State secretary of the Good Neighbour Council.

Listening to such stories from homeless migrants must make the "Good Neighbour" part of the title a little sour at times.

"When I was interviewing migrants in Britain only a few months ago, I used to tell them that Perth was a pretty civilised place," he says a little sadly.

"I used to tell them that Perth was one place where it still was not a crime to have children, that families would be able to find homes.

"These and other things I told them were true when I left here but in the 14 months I was away our housing shortage became far worse.

"Now I'm afraid Perth has its share of greedy landlords, and people who won't rent homes to families.

"Normally I think that when supply and demand for rented homes are roughly equal, and relations between the landlords and tenants are reasonable, we can allow rents to find their own level.

"But when there is a shortage like the present one, I feel there is a strong case for some rent controls, or security of tenure.

"A few months ago my staff was being quoted rents of \$16 to \$18 for homes—and these were high for most people. Today we are quoted \$24 to \$40 a week. How many people can afford these?"

Mr. White said the result was that people were taking homes they could not afford, and were getting into debt.

I just pause to place emphasis on the last few words. I believe the Housing Commission does not often consider the fact that people get behind in rent, because they are paying such exorbitant rents as these. The article continues—

"I think that if a landlord is making a considerable profit out of his tenant, he owes him some loyalty.

"We had a couple who had been forced to find three homes in the 15 months they have been here, through no fault of their own.

"We phoned 26 real estate agents before we even got a possibility of another home for them."

Mr. White points to people he describes as the "unknown migrants" as among the hardest hit by housing shortages.

I do not think it is only the migrants who are hit by the housing shortage.

Only recently I had a rather pathetic case in my own district of a migrant family who had come out from England. Before I go any further, I hope the Minister for Immigration is listening; because I wish to say that it is time the inhuman clause which people in England have to agree to, if they wish to come to Australia, to the effect that they are prepared to sign away some of the children and split the family up when they reach Australia should be taken out of the agreement.

Members will say that they do not have to sign them away; but they will do just that in order to come to Australia. When they arrive they go to the hostels where they stay for as long as two years. Can any member in the Chamber who is a parent convince me that parents are prepared to spend two years away from their children?

The people I have mentioned were brought out by plane, and the day they arrived three of the eldest children were picked up at the airport and taken to Fairbridge Farm School. The other two children went to the hostel. The arrangement did not suit the members of the family, who were human like the vast majority of families. They left the hostel as soon as possible and went into a house. However, they have been kicked around by avaricious landlords who have been trying to make capital out of their circumstances.

This is one family that did get into financial difficulty. The mother had a rather serious woman's operation and was in hospital for some time. Two of the children at Fairbridge were put into hospital for next to no reason. The parents claimed that the children could have been treated quite well at home. However, the bill was \$150 for the two children. The family had contributed to the Hospital

Benefit Fund, but they did not have sufficient cover. They are paying a rent of \$16 per week for what used to be a State Housing Commission home in Haddrill Street, Bayswater. When the State Housing Commission rented the House, it charged \$4.40 per week.

The SPEAKER: The honourable member has five more minutes.

Mr. TOMS: Thank you, Mr. Speaker. It so happens that with hospital bills and high rent to pay they got into arrears with the rent. In my opinion they could not help but get into arrears, because the children had to be fed and therefore they did not have a great deal over with which to meet the excessive rental asked by the landlord. When they were put into the street the children were taken to the Mt. Lawley Reception Home, the wife was taken to the night shelter, and the husband was placed by an organisation in Bronte Street, East Perth.

This illustrates how migrant families are being treated through circumstances beyond their control. Therefore in conclusion I ask the Ministers in charge of the respective departments of which I have spoken this evening, to take some notice of what I have said. I also hope the Minister representing the Commonwealth Minister for Immigration in this State will ensure that before long the condition now written into the documents, signed by those families in England wishing to migrate to Australia, stating that they agree to being separated from their children for two years, will be deleted, because it is most inhuman. I am sure every member of this House will support me in that plea.

It is not only migrant families that are suffering in this State; many of our own young couples are also suffering at present. Admittedly, the State is enjoying a great deal of prosperity at the moment, but those who are poor are really poor and they are suffering great hardship. I think we would be far better advised to cease bringing migrants to this State until such time as all Australian families here are housed, and until we can offer migrant families reasonable accommodation when they are brought to Western Australia.

MR. LAPHAM (Karrinyup) [8.47 p.m.]: I intend to speak on a subject this evening on which I feel every member who listens to what I have to say will rate himself an expert. That subject is: Traffic, the deaths that occur on the roads as a result of it, and all attendant aspects. When reading *The West Australian* recently I came upon an article in which it was reported that Constable Ockwell, when speaking at a seminar, pointed out that in Western Australia there was a road death every 28 hours, an accident every 30 minutes, and a person injured every 90 minutes. Dr. H. J. Rowe,

the Assistant Principal Medical Officer of the Medical Department, stated it was necessary to clear as many patients as possible from hospitals on a Thursday to make room for the week-end traffic victims.

What a shocking reflection that is on us, as legislators—those who really have control of this problem—for allowing such a state of affairs to continue! As I said at the outset, each member of this House probably rates himself as an expert on traffic problems, yet every 28 hours someone is killed, every 90 minutes someone is injured, and every 30 minutes there is a road accident. Surely we can do something to solve such a grave problem!

Mr. Nalder: It is not confined to this State of course.

Mr. LAPHAM: I agree, but thinking in relation to the problem has gone on in the same old haphazard way for years and years. For a long time past the tendency seems to have been to regard traffic problems as being of secondary importance in police work. It is only in recent years that some consideration has been shown towards reducing the road toll. Generally in this State, and in almost every other State of the Commonwealth, the bulk of the traffic administration is vested in the Traffic Department.

One feature which is prominent in our own Traffic Department is that an officer of the Criminal Investigation Branch, because a vacancy happens to occur on the inspectorial staff, can be promoted from his branch to fill a position in another. It could be that his new appointment is in the Traffic Branch and he may be versed in traffic affairs, but then again he may not. I am not criticising the Traffic Department for this state of affairs; I am merely saying that we do not tackle the traffic question by appointing experts to solve the problems.

I also suggest that traffic problems are so important to this community that we should deal with them on a non-party basis. I would even go so far as to suggest that a committee be appointed on a similar basis to investigate the problem, because surely something can be done to improve the present situation. I admit that the problem is Australia-wide and world-wide, but that does not mean that we in Western Australia cannot take the lead towards easing it; because I have never conceded that all the wise men come from the East. I maintain that those in authority in Western Australia have plenty of ability to handle our own problems, and even those problems which are Australia-wide.

At the seminar to which I have already referred, Constable Ockwell also indicated that the major cause of traffic accidents was excessive speed in conjunction with inattention, insobriety, and ignorance of road traffic rules. I do not concede all

those points, but that is the opinion of that constable and his views are worthy of consideration. Also worthy of consideration is the fact that last year, on Australian roads, 3,000 people were killed and nearly 80,000 injured, and the cost of these accidents in material damage, loss of manpower and earnings, and treatment, amounted to \$350,000,000. That is a colossal amount of money!

I consider, therefore, it is about time we did something really effective to solve this problem. In holding this view, I am not alone, because in an editorial published recently in the *Daily News* the following appeared:—

While our appalling road toll mounts year by year, it is not enough to expect drivers to ponder the carnage and remedy their ways. And while driver-education may be the answer in the long run, surely the only short-term answer is to force our driving patterns toward safer standards.

Let us review some of these safer standards. What do we need? Quite a number of the accidents are caused by youngsters driving on the roads at excessive speed and with lack of proper attention. It is well known that all youngsters are full of exuberance and perhaps over-confidence, which is born of inexperience. Also they seem to think that whilst the other driver may meet his death in an accident they will never meet such a fate. They are permitted to drive on the roads after they have secured a license and following what I consider is not a very thorough examination.

Mr. Gayfer: It is the best in Australia.

Mr. LAPHAM: That does not prove it is completely effective, because many youngsters are still killing themselves, which proves there is something drastically wrong with the present arrangement of granting licenses.

Mr. Gayfer: Have you seen the conditions of the examination they have to pass?

Mr. LAPHAM: I have seen some of them. There is always a tendency to set an examination based on what is provided by the regulations. If the regulations provided for the natural acts performed by a driver, I would agree that the regulations were satisfactory, but in many instances the regulations do not provide for the natural and common-sense actions of a driver. In effect, what the authorities are trying to do is to teach people to drive a motor vehicle by regulation, rather than to drive by exercising common sense and to follow a set pattern that would normally follow. In my opinion this is one of the problems drivers are facing at all times.

For instance, we have already had to face the controversial question of whether one should give way to the right

or to the left. In my opinion this rule has probably caused more accidents than any other factor. By asking people to observe this traffic regulation we are asking them to carry out something which is unnatural. If a motorist is driving along a fairly busy thoroughfare, he is not greatly concerned about watching for a motorist who may enter from some obscure side street either on his left or his right. Would it not be preferable to ask all drivers to exercise prudence when approaching street corners? This is the fundamental principle of good driving. Every motorist driving along a busy thoroughfare expects a motorist approaching that thoroughfare from a side street to exercise due care and not force his way into the main thoroughfare merely because he is on the right.

Mr. Ross Hutchinson: But most drivers do just that, don't they?

Mr. LAPHAM: That is right, but there is always the odd individual who will enter from an obscure side street, because of the obligation another driver has to give way to the right. This happens mainly with people who have just obtained their license. They are full of the knowledge of what other drivers should do and as a result they are responsible, in many instances, for accidents.

I will now pass some comments on our speed limits. Whilst driving to Mandurah recently in good weather conditions I noticed the graduation of speed limits on that road was fairly good, except that I was hard pressed to hold to the maximum speed limit all the way. The speed limits are graduated from 45 to 65 miles an hour. On some portions of the road I thought the limit was a little high, because when travelling at 65 miles an hour a vehicle is moving at a fairly high speed. Perhaps most members do not realise that at that speed, in the space of one second, one travels a distance equal to one-and-a-half times the length of this Chamber; that in the time it takes one to blink one's eye, one has travelled one-and-a-half times the length of this Chamber.

Therefore, one has to be extremely attentive whilst travelling at that speed. Of course, if the car is a large and high powered one, the driver is so relaxed he has a tendency to allow his speed to increase without being aware of it and when an emergency arises a second has gone before he reaches for the brakes and as a consequence he has travelled double the distance I have indicated before actual braking occurs.

I thought the speed limits on the Mandurah Road had been taken to the full extreme and, in discussing this matter with an officer of the Traffic Department, he said, "We have not had any prosecutions for speeding since we have instituted these speed limits." In my opinion the only reason why no prosecutions have occurred

as a result of speeding charges is that most drivers would not be able to maintain a speed of 65 miles an hour; because I had to push my car along in an endeavour to keep to it, and this was in good driving conditions.

Whilst driving from Mandurah to Perth last Sunday evening the road was greasy and the driving conditions were bad, but there was very little traffic on the road. So once again I tried my vehicle out by travelling at the graduated speed limits. When other cars approached me from the opposite direction I had to dip my lights to low beam and during the period I was driving on low beam it was a real danger endeavouring to travel at a speed anywhere near 65 miles an hour.

Mr. O'Connor: The maximum graduated speed limits are considered safe only whilst driving under good conditions.

Mr. LAPHAM: That is true, but young people always drive to the maximum of the speed limit that is fixed. If the speed limit is fixed at 50 miles per hour then most people, especially the young ones, would expect all motorists to travel at that speed.

Mr. Tonkin: If the speed limit is fixed at 50 miles per hour, the young people will drive at 60 miles per hour.

Mr. LAPHAM: Perhaps the more responsible of the young people will keep to the 50 miles per hour. I rather like the idea of graduated speed limits. The Minister has gone to a great deal of trouble to do something about the accident rate on the roads, and he has fixed graduated speed limits. Perhaps he used a high powered vehicle in fixing the various speeds. We get to the point when we ask: How are these graduated speed limits fixed? Are they fixed by the use of a modern eight-cylinder vehicle, or a medium or small car?

Mr. Gayfer: Those fixing the graduated speeds take the average speed over a particular road for a period. They check every vehicle using the road by means of photographs and other aids to determine whether the cars can take the corners at certain speeds.

Mr. Bickerton: Is that done under all conditions?

Mr. Gayfer: Yes

Mr. LAPHAM: If that was done on the Mandurah Road, then the people doing the testing did not know much about driving, because last Sunday night I was not prepared to travel at the permissible maximum speed. I was, however, passed by a number of vehicles which were driven, in the main, by youngsters.

Let us consider the use of the high beam and the low beam on a motor vehicle. By using the high beam on country roads it is possible for the driver



to see a long distance ahead; but by the use of the low beam his range of vision is reduced by at least two-thirds. A driver travelling at 60 miles per hour on the high beam, who suddenly has to change to low beam, will find it extremely dangerous until such time as he can use the high beam again. This question should be taken up with the manufacturers of vehicles. The low beam on the cars these days is totally inadequate for the high speeds at which cars can travel. Manufacturers build modern cars with engines which are capable of producing speeds for which the brakes and lighting system are not adequate.

Another factor we should take into consideration is the teaching of drivers. Most of us learnt to drive in the days when people learnt by sitting in the cars beside their parents who were driving. The youngsters in those days learnt some of the rudiments of driving before they knew what a clutch or gear change meant. To some degree the youngsters became accustomed to driving and to the placing of vehicles on the road; they became aware of the reasons why it was safe to pass vehicles at certain times and not at others; and they learnt other fundamentals of driving.

There is a tendency in these days for applicants for drivers' licenses to be examined on their knowledge of the regulations, of the one-way streets, of gear changing, and of steering. They finish up, perhaps, with a knowledge of the regulations and what someone else should do in certain circumstances. They become gear changers and vehicle steerers—and not even gear changers when they use vehicles with automatic transmission. Under these circumstances they do not become very efficient drivers, and it will take them a number of years to become efficient.

Mr. Bickerton: If a person can get a license to drive a Mini Minor he can immediately drive a truck up to three-ton capacity.

Mr. LAPHAM: That is correct. I know of one woman who obtained her license 10 years ago, but in the intervening period she has driven for only 20 hours. The other evening she decided to drive a vehicle home. If she had done so she would have been a menace on the road. One of her friends prevailed upon her to sit in the back of the car while he did the driving. Just because a person has been issued with a driver's license does not mean that at the end of 12 months he will be fully qualified to drive a vehicle. A re-examination of all drivers should be held at certain intervals.

I am in favour of the idea of probationary licenses; and I am in favour of probationary drivers being required to affix a plate at the rear of the vehicles they are

driving, so that other motorists can be warned; and, as a consequence of being warned, they can assist the probationary drivers by keeping out of their way.

Mr. O'Connor: How often would you suggest the re-examination should take place?

Mr. LAPHAM: I suggest that the speed limit of probationary drivers should be 40 miles per hour in the first 12 months.

Mr. O'Connor: I meant for the re-examination for a driver's license.

Mr. LAPHAM: I would suggest it be done in three stages. In the first year I think 40 miles per hour, or perhaps 45 miles per hour, should be the maximum, 50 miles per hour in the second year; and then an examination should be held to ascertain whether the person is entitled to a driver's license. If a person passes a rigorous examination which includes a road examination, then I say he is entitled to a full license.

In the teaching of drivers, one failing is that use is not made of films. The visual section of the Education Department could be requested to fit a camera on the front of a vehicle to take films of all the difficulties which beset drivers. Such films could be used as the standard basis of tuition, to let the new drivers know what it is all about. Unfortunately what has been done over the years is to issue people with licenses, and they are expected to be capable of accepting the responsibility of the more mature drivers. We know that, to some degree, young drivers will be irresponsible. We seem to shut our eyes to that fact, and hope that they will learn quickly.

There is another very bad factor which influences drivers in these days. I think it has to some degree brought about the high accident rate on our roads: I am referring to the teenage drivers. Every time they turn on the radio or television, and every time they take up a newspaper, they will see or hear matters appertaining to the speed of motor vehicles. It seems that youngsters are now mind-conditioned to the fact that motor vehicles are built to travel at certain speeds in first, second, or third gear, and to take corners at 40 miles per hour without the screeching of tyres. That is the whole of their thinking in relation to motor vehicles.

All these advertisements are very impressive to the minds of the teenagers. The newspapers and the television advertisers—especially in regard to advertisements sponsored by the oil companies—should adopt different tactics. They should realise that speed kills, especially when the vehicles are being driven by people who are inefficient drivers, who are inattentive, and who, perhaps, are a little exuberant.

Mr. O'Connor: Accidents are mostly caused by liquor and speeding.

Mr. LAPHAM: That might be so. Many instances occur, especially on country roads, when teenagers who have held their licenses for only a short time drive along at the maximum speed. They think the vehicle is quite safe; then for some reason—perhaps they have dropped a handkerchief or something, and they lean down to pick it up—the vehicle leaves the road.

The other day I read an account of a tragedy on one of our roads, because a baby was sleeping on the knees of the driver and the person next to him. The driver looked down, perhaps to adjust the position of the baby, and the vehicle wandered off the road. As a result one of the occupants was killed. Under no circumstances should drivers ever take their eyes off the road. At the speed at which vehicles can travel, a long distance can be covered in a comparatively short space of time.

Mr. Dunn: What about the mini skirts?

Mr. LAPHAM: I do not think they have a bearing on this question. We have a multiplicity of traffic laws, and I would ask the Minister to examine some of them. We do not need as many as we have. Many of them could be eliminated, and that is applicable to legislation generally. We should examine our laws and limit them to the basic requirements wherever possible. In my opinion we have far too many traffic laws, and far too little enforcement of those which are worth while.

Recently I read a case concerning a driver who had been chased by the police along a road. He was driving at 70 miles per hour. Finally he was apprehended and charged with speeding. The magistrate fined him only \$50. I do not know all the circumstances of the case, but it seems to me that a driver travelling at 70 miles per hour in the metropolitan area does not deserve to hold a license. There should be more vigorous enforcement of the law in instances such as that. Perhaps the magistrates are not very realistic when they impose fines of only \$50 for speeding.

Mr. Bickerton: Do you think the fine should be a percentage of the income of the offender?

Mr. LAPHAM: No. I remember when I was a lad I drove a motor vehicle on one occasion at a high speed. I was racing another motorist along Stirling Highway. We could do 70 miles an hour even in those days. He was the unlucky one, because he was apprehended. He was fined five times the amount of his salary which was about £4 a week in those days. The fine was £20. If we apply the same principle today the fine for speeding should be \$200, but seldom is an offender fined a quarter of that amount.

Mr. O'Connor: We are introducing a couple of Bills this session. I am sure we will have your support for them.

Mr. LAPHAM: If they have anything to do with the saving of lives on our roads, the Minister can be assured he will have my support.

I would like to know what is to happen in regard to the proposed points system. I consider there is some merit in the system. *The West Australian* also seems to favour the idea, because in the editorial of that newspaper of the 10th August, the following appears:—

#### Why Not This Year?

There is surprising delay in the preparation of legislation for a points system for driving offences. Traffic Minister Craig would like to give effect this year to the promise made in the government's election policy late in February but he is still unable to see the green light.

I do not know the reason for the holdup. The points system could have the effect of compelling drivers, especially those with high points, to have another look at their driving. They will realise that if they amass too many points they will be in real trouble.

Mr. O'Connor: I said I thought we would have your support for a couple of Bills this year.

Mr. LAPHAM: Once again I say that if they are worth-while Bills the Government will have no trouble with me. The article continues—

Seeing that licence suspensions will be at stake, he doubtless wants to be reasonably sure of his grounds for the allocation of marks for driving offences. But he will not be embarking on an uncharted course. The points system is used in the United States and Queensland adopted it last year. The government should try to get it under way before the Christmas-New Year holiday period. Considering the appalling road toll, it would be better to err on the side of severity in allocating demerits. More lives would be saved if the system were backed by a bigger force of patrolmen. . . .

Apparently the government intends to disregard the anomaly that will arise from the absence of uniform control throughout the State. Since it is unwilling to impose the police on country local authorities it might as well make the best of a bad job and try to apply the points system everywhere. But it should not be taken unawares if howls of injustice from Perth are added to country protests against police intrusion.

I think this is something the Minister should study. In 1966 a report was issued—a very good one I believe—by the inter-departmental committee appointed to inquire into the control of traffic and motor

vehicle licenses in country areas. The committee made some very good recommendations. One of the majority recommendations was that the Police Department be established as the sole authority responsible for the enforcement of the Traffic Act throughout the State; and that the takeover of responsibility be implemented progressively in defined areas in three stages, each stage requiring approximately one year.

I believe the report contains a lot of merit although I will admit that problems could arise in relation to it. I know it will be difficult to convince Country Party members of the necessity for such a changeover. However, if they consider the whole question of traffic and they are keen to assist traffic generally, they will have to adopt the system of one authority rather than that of the multiplicity of authorities that exists today.

Mr. Gayfer: We want to assist in all traffic problems; but in Queensland the control is being taken away from a centralised authority and given back to decentralised authorities.

Mr. LAPHAM: Yes, I know, but Queensland will face many difficulties as a consequence. I get back once again to the fact that I do not believe the wise men come from the East.

Mr. Gayfer: The points system came from there and I was pointing out what was occurring in Queensland; and it is also in the East.

Mr. LAPHAM: I know what is happening there.

Mr. Graham: Queensland is the only State in Australia which is blighted with a Country Party Government!

Mr. LAPHAM: I feel some other factors must be concerning the Country Party members in regard to this matter because so many obvious advantages exist for one authority rather than for the present multiplicity of authorities. One of the problems which I feel confronts the Country Party members is that they are all concerned that the districts they represent will lose the right to license vehicles and so will not receive the revenue at present accruing to them.

I would like to submit a proposal. I know it has considerable difficulties and at the moment I am not too sure how these could be overcome. If we had a co-operative Federal Government, we might be able to overcome them, but, as we have a Federal Government which is, to my way of thinking, anything but co-operative, I do not think this will be possible.

If it is desired that all the licensing fees due to a particular district should be received by that district, I will indicate a way in which this could be done much better than under the present system. My

proposal, if adopted, would also conserve a tremendous amount of manpower which today is being wasted in traffic control.

We could dispense with the present licensing system as we know it and utilise to a better purpose the police officers who are at present engaged in sending out half yearly or annual accounts for vehicle registrations and also the renewal certificate of proficiency—our drivers' licenses.

All that would be necessary would be to dispense with the present method of licensing vehicles. I will admit that we would still have to have a license plate on a new vehicle, and these plates can be purchased for \$2.50 or whatever it is. That fee would be the total amount necessary for a motorist to pay.

The fees for the use of the motor vehicle and for the compulsory insurance as we know it today could be obtained from the—

Mr. O'Connor: Price of fuel.

Mr. LAPHAM: Yes. We could increase the price of fuel so that every time a motorist filled the tank of his car, he would pay for the licensing of the car and for the compulsory insurance. In that way the more miles a motorist drove, the more he would pay because he would be on the road more; and the fewer miles he drove, the less he would pay because he would be using the road less.

This would mean that if I went to one of the country districts and stayed for a week and drove my vehicle around in that area, I would have to refill the tank with petrol in that country district and in that way I would be contributing towards the revenue of that shire because I would be buying my petrol in the area. As a consequence I would be paying my tax for using the roads in that area.

Candidly I cannot think of anything easier than that system. It is certainly a much fairer proposition than the existing outlandish formula. To tell the truth, I cannot remember the formula, but it is a complete concoction. I do not know under what circumstances anyone could arrive at such a formula. It deals with the horsepower of a vehicle and equates it to other things. It is purely an arrangement so that a license fee can be collected for a vehicle.

Under the system I propose, the bigger the car the more petrol it would use because the car, being a big one, would pound the road more. The smaller the car the less petrol it would use, and consequently a lower tax would be paid because the car would not be hammering the road and wearing it out as much. Wherever a motorist went, he would pay his way in the particular area.

It would be necessary to ascertain the amount received in revenue from traffic fees and apply it to the amount of petrol used throughout the year and then equate

the two. If my proposal were adopted, a terrific amount of wastage in the Traffic Department would be obviated, because half yearly and annual accounts for the license fees would be unnecessary.

With regard to the driver's license, I do not think it should be necessary for this to be renewed every 12 months. We could even pay that amount in the same way and then the staff would not have to send out renewal certificates.

Mr. O'Connor: The only problem is the legal complications with the Commonwealth.

Mr. LAPHAM: That is the only one; but if such a system could be adopted throughout the whole of Australia, even this problem could be overcome. After all, we must start somewhere; and, as I have said before, I sincerely believe that this State is capable of presenting and adopting new ideas. Candidly I consider my proposal is worth while.

Ultimately we must consider the whole question of traffic from a new angle. We have drifted along over the years and as a consequence too many deaths are occurring on the road. We have become involved in complicated and, perhaps, unfair processes, and these should be rectified.

Whilst on the subject of accidents, I would like to quote from the report to which I referred earlier. An investigation was made into country accidents for the years 1962 to 1964, and the following characteristics were revealed: A substantial proportion of reported country accidents occurred on open roads and not in town-sites. The percentage figures of open-road accidents for the three years were 52 per cent. for 1962; 49 per cent. for 1963; and 49 per cent. for 1964. Of those open-road accidents the majority took place away from intersections; the percentages of such accidents being 93 per cent. for 1962; 92 per cent. for 1963; and 94 per cent. for 1964.

The locations of these accidents were as follows:—

	1962 per cent.	1963 per cent.	1964 per cent.
At intersections	7	8	6
On curves	36	35	34
On straight stretches	57	57	60

Mr. Gayfer: They are going too slowly; that is the trouble.

Mr. LAPHAM: I do not think that is the answer. Admittedly, the statistics do not indicate what occurs to people who are driving over 65 miles an hour. Usually the damage is so great that no-one is left alive to tell the story.

Mr. Gayfer: Statistics are available on all that.

Mr. LAPHAM: It is worth remembering that with regard to the open-road accidents, the majority involved one vehicle

only, the percentages being 64 per cent. for 1962; 63 per cent. for 1963; and 62 per cent. for 1964.

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

Mr. LAPHAM: Thank you. On page 2 of the report is the following:—

That the present degree of traffic control in country areas is unsatisfactory in that in many areas and on long stretches of major roads there is little or no supervision of traffic. Traffic control, in the main, is confined within townsite boundaries.

This is true. However, another point I would like to raise is that traffic control in country areas is hardly fair to the country people themselves. Usually they are small in number, but they are scattered over a large area. Why should they be rated for the purpose of establishing a traffic authority? Any such traffic authority engaged would not be experienced or have the skill and training of the officers of the Police Traffic Department.

Mr. Gayfer: I do not quite believe that. With the modern training methods in use, there are good officers and men in the country.

Mr. LAPHAM: That is true, although they are as a rule usually ill-equipped.

Mr. Gayfer: No. They are equipped with amphotometers and every modern device.

Mr. LAPHAM: Are the vehicles serviced correctly?

Mr. Gayfer: Yes.

Mr. LAPHAM: Well it must be costing them a lot of money if that is so.

Mr. Gayfer: If you put a man in from somewhere else, it will cost someone else a lot of money.

Mr. Tonkin: Local authorities are making money out of this.

Mr. Gayfer: No, they are not.

Mr. Tonkin: Yes, they are.

Mr. Gayfer: You want to shift the authority so that the city gets that money.

The ACTING SPEAKER (Mr. Mitchell): Order! The honourable member will address the Chair.

Mr. LAPHAM: I would like the responsibility to be taken from the country people and placed where I believe the control should be, and that is with the Police Traffic Department. One authority is ample to control traffic. There are too many fingers in the pie at the moment; and, candidly, I think that is where our problem lies. The report goes on to state—

That most local authorities were satisfied with the control measures they had adopted and considered them

adequate for the needs of their areas. Few appeared to appreciate that they were providing part of a State-wide service and many were reluctant to vary their own form of control to assist the efforts of others or to join in co-operative schemes to increase the degree of control.

This is a salient point which was mentioned—

That the present system of traffic control by local authorities is open to abuse in the form of pressure by individuals on traffic inspectors, to apply sections of the Traffic Act with more or less vigour, removing the capacity of inspectors to enforce the law without fear or favour.

We should not allow that under any circumstances. This was a report by the interdepartmental committee appointed to inquire into the control of traffic and motor vehicle licensing in country areas, and I do not think any member in this House should support the type of thing that is going on. The departmental committee stated that certain things were going on.

Mr. Gayfer: There is another report in the back. That report was not unanimous.

Mr. LAPHAM: That is so. These are only the majority recommendations. However, they are worth while and are something to which we should give consideration. The suggestions I have made are not the answers to all our problems, but I hope that every member will do some thinking about the subject because we all claim to be experts on traffic matters. If we are experts, then let us get down to solving the problems of traffic and sort something out so that we can stop the slaughter on our roads. As I said before, I would like this problem to be dealt with on a non-party basis. If it is possible to do that, let us do it.

**MR. DAVIES** (Victoria Park) [9.32 p.m.]: I join with the members who have already taken part in this debate in congratulating the Speaker on his election to his high office; and I ask you, Mr. Acting Speaker (Mr. Mitchell) to convey my congratulations to him. I remember, almost seven years ago, when I first came to this House the Speaker was just an ordinary Government member, and he was very kind to me and gave me some good advice. He was generous with the time he spent in explaining to me some of the processes of Parliament. Now we find ourselves in the position, of course, where the member for Subiaco is now the Speaker, and I am the Opposition Whip. We still have some close contact, and I have been more than pleased with the interest he has shown when we have been lining up the speakers for this debate. He has called upon them in the order in which they were listed by the two sides of the House. The debate has gone admirably and everything has proceeded

smoothly, thanks to the co-operation of the Speaker, and, of course, the Government Whip.

I also wish to congratulate the Chairman of Committees and other members who have been appointed to positions in the House. It certainly is a new House in many respects. Not only have we many new members—all of whom I have personally congratulated, and whom I now congratulate in my speech on the Address-in-Reply so that my remarks will be placed on record—but we also have many new officers in the Chamber. I welcome the new members and if they receive the same co-operation from the staff, and from members on the other side, as I have always received, their time here will be a pleasure to them and their task will be made very much easier.

I am sure the new members have found Parliament to be quite different from what they anticipated, but none the less enjoyable, and there is no doubt they will find plenty to do to keep them busy. I have already said this is a new Parliament in many respects. We have our new Standing Orders operating for the first time this session and, as a result of those new Standing Orders, the Premier has announced the Government intends to have two sessions of Parliament each year, the first session commencing in about July, as this one did, and the second session commencing in March—except in an election year.

I congratulate the Premier for this, and once again I congratulate the Government for taking the initiative when it is forced into a corner. We have found the Government doing this time and time again. I recall reading in the newspaper where the Liberal Party, at its annual conference, and at a conference held in the south-west, had asked the Government to arrange for two sessions of Parliament. In my view the Premier has seen the writing on the wall, and has taken action accordingly.

However, I do not know the exact mechanics of the proposal as yet, because nothing firm has been announced. It seems strange to me that we should have only one session in an election year. I believe Parliament should be called together as soon as possible after an election. Take this year. It was not until some five months after members were elected that they were able to take their part in governing the State. In the meantime they have had to amuse themselves as they wished, according to the amount of work they had to do; and I am sure it was a strain on them waiting until they could sit in Parliament and take part in the debates. Whoever is the Government of the State should look closely at the question of calling Parliament together as soon as possible after an election; perhaps that session could be called the first

session of that year and the one which commences in July could become the second session.

I repeat: I do not know the mechanics of the proposals. It may be that because of our financial affairs it is necessary to have two sessions at the times referred to by the Premier. However, I would point out that for some five months this House was without a Speaker, or without anybody having been appointed as Speaker of the Legislative Assembly. It was generally known who the Speaker would be, but he could not take part officially in any functions as the Speaker. Indeed, he could not sit as Speaker on the House Committee until such time as he had been formally elected by members in this House. During the five months to which I have just referred we had a visit from His Imperial Highness, Haile Selassie, Emperor of Ethiopia. He was accorded a civic reception, but one of the highest persons in the State—the Speaker of the Legislative Assembly—could not be present as the Speaker because he had not been formally elected.

As I have said twice already, I believe Parliament should meet as soon as possible after an election so that all House officers can be elected. Even if the House met for a fortnight or a month only, it would overcome the difficulties I have just referred to.

After listening to previous speakers, I think it is generally agreed that we are indeed a lucky country, and this is indeed a lucky State. I feel that we have shown a little more progress than some of the Eastern States, but many people overlook the huge expansion that has been taking place in almost every State in the Commonwealth. When we talk about our iron ore deposits, our alumina deposits, and our bauxite deposits, we seem to overlook the fact that there are huge developments taking place in Queensland and Tasmania. Indeed, some of the other States are enjoying a boom as a result of natural gas and oil. Nevertheless, Western Australia has enjoyed a boom which has resulted from the finding of large quantities of minerals, particularly nickel, which seems to have become something of a saviour at a time when iron ore activities look like tapering off.

I am pleased that the mineral boom is continuing but, unfortunately, some people seem to think that the Australian Labor Party wants to see a period of unemployment. That is far from the truth. We want to see full employment maintained; but we do want to see inflation stopped, if that is at all possible. That is where we come to grips with the Government—because it has made no efforts at all to control inflation.

I have said time and time again that we are fortunate to have big companies setting up business in this State; but they do not come here simply because they like the Government or the State—or the Opposition, or anything else in particular. It is because they like making a profit, and that is borne out, particularly, in regard to iron ore. In *The West Australian* of the 20th March, 1968, at page 30, there was an article which indicated that Conzinc Riotinto of Australia had made a profit, after tax, of \$14,915,408, for the year ended the 31st December.

That result should have been particularly pleasing to the company. Further on in the same article it states that Hamersley Holdings Ltd., which is 54 per cent. owned by Conzinc Riotinto, had contributed \$5,056,821 to the net consolidated profits of Conzinc Riotinto. Therefore, Hamersley Holdings, in the short period to the 31st December last—and that is almost 12 months ago—had contributed about one-third of the profits of Conzinc Riotinto. So I say that companies come here to make a profit, and they enjoy making a profit. It is just incidental that we have the materials they want.

The same matter was referred to in *The Australian* of the 20th March, 1968. One paragraph, which reads as follows, was particularly interesting:—

Illustrating the effect of Hamersley on the group the parent accounts show investments in listed subsidiaries at cost of \$27,724,668, with a staggering market value at balance date of \$475,522,442.

So when one realises that the company's assets have a market value of \$475,522,442 one can appreciate why Conzinc Riotinto was delighted to come to Western Australia and enjoy some of the profits that are available from our minerals.

My only concern is whether we are getting enough from the companies in the way of royalties. We will never know the answer to this because the figures are not available to those on this side of the House. As a result, I am unable to say whether the deals which have been made by the Government, and particularly by the Minister for Industrial Development, have been of the greatest advantage to the State. Sometimes I wonder whether they have been, particularly when I read articles warning both the State and Federal Governments to watch the position closely. Indeed, only over the weekend there was a report from a professor in the Eastern States suggesting that we have already missed the boat by letting private companies operate so widely in Western Australia instead of taking the initiative ourselves.

As I have said, however, we are a lucky country but the other night the member for Darling Range chided the Opposition and said that its members did not appear to have anything very dramatic to put up as amendments to the Address-in-Reply. He said we had moved a motion in regard to land and this seemed to be where we came to a full stop. Of course, if the honourable member does not think land and housing are the most important items so far as Western Australians are concerned, he is making a great mistake. However, I will agree with him that so far these are the matters which have been discussed in the main. I am pleased to see the honourable member is coming back to his seat because he may have some interesting interjections to make.

Mr. Dunn: Speak up so I can hear you.

Mr. DAVIES: However, if the honourable member wants to chide us about what we have done, let me assure him that there are many matters about which we could move amendments to the Address-in-Reply to bring to the notice of the public the shortcomings of the Government. Every member on this side could move an amendment in that direction, but if we did so we would be here until kingdom come. We try to be reasonable and we bring forward matters which we think are of the greatest concern.

But let us have a look at some of the matters we could refer to. What about education? Let us talk about the continued shortage of schools and the continued grouping of classes. There are still over 1,000 grouped classes in Western Australia—grouped for all sorts of reasons. Let us talk about the University, and about the suggestion by a well-known doctor and historian, Dr. Stephen Murray Smith who was reported in *The Australian* of the 2nd September, as saying that our education is a century behind the times.

However, from time to time we continue to bring before the Government its shortcomings in regard to education and other things rather than move amendments to the Address-in-Reply.

Another matter which could be brought very forcibly to the Government's attention is the fact that the Education Department admits that some of its staff are not trained. One would think the department would be ashamed to admit this, but apparently it is not, according to a report in *The West Australian*. I would also remind the Government that if it were not for the P. & C. associations it would be something like \$250,000 per annum short in the provision of amenities for schools.

Mr. Dunn: What about the schools that were waiting for septic systems when your Government was in power? When we did not have enough classrooms, and teachers were going to be put off?

Mr. DAVIES: Has the honourable member finished?

Mr. Dunn: I could go on for a long time.

Mr. DAVIES: Several of these matters have been brought to notice. The member who has just interjected was good enough to say when he was speaking that the Labor Government had a particularly trying period following the war years, and so on.

Mr. Dunn: What about you saying something?

Mr. DAVIES: The honourable member should be patient. He was good enough to suggest that the Labor Government had difficulties to overcome, but I have said on many occasions that this Government has been in office since 1959—which is over nine years.

Mr. Harman: Too long.

Mr. DAVIES: Which is too long, as the member for Maylands interjects. It is no good saying this is what happened when we were the Government. This Government has had a record amount of money to play around with; far more than we had when we were the Government. Yet it still has these shortcomings. We are looking for plans but they are not available.

Let us consider the aspect of hospital planning. The intermediate ward at the Royal Perth Hospital costs more than a private suite at St. John of God Hospital, Subiaco. How can we account for this? Let us consider the time it takes people to receive treatment at the Royal Perth Hospital. They have to wait for up to six months if they need operations, because of the shortage of beds. We find people working under shocking conditions in corridors. I could go on enumerating the shortcomings in this direction.

Let us now consider the question of traffic. The member for Karrinyup spoke at length and, I think, very sensibly on this subject. It seems that the best the Minister for Police could do was to suggest a system whereby people should do in their mates. Thank goodness there was such public indignation expressed about the matter that it was withdrawn.

Mr. O'Connor: I think he was misquoted.

Mr. Graham: Oh no, he was not; he pulled his head in.

Mr. DAVIES: I have some statements by the Minister for Police which are contained in newspaper cuttings, and I think I saw him once on television. He may have been misquoted once or possibly twice; but I do not think he can go on claiming that he has been misquoted every time he opens his mouth. He may have a very short memory, because he did not seem to recall that there were any

brothels in Kalgoorlie. He was the only one in the State who did not know that they existed; so he may have a short memory.

Let us criticise the Government for what it has done in regard to roads. I am mindful of articles which appeared in today's paper saying that the mileage of freeways proposed to be built will only be a fraction of what was intended.

On the news tonight we heard of a visiting town planner saying that Perth is putting a cast iron collar around its neck by introducing a ring road.

Let us consider some of the expressions of opinions from organisations such as the Chamber of Commerce and others. They do not like the ring road. I will not dwell on this aspect, but any one of these could quite easily precipitate an amendment to the Address-in-Reply.

Let us consider the question of town planning. What is happening in regard to town planning would probably stagger us if we could get a clear picture of the programme. But there again the latest reports in the newspaper indicate that money is being spent in the wrong direction. I believe there was an indication that money which should rightly have been spent on open space has not been spent in this direction, and the Government will find itself in a mess over this.

Last but not least let us view the matter of the gaol. We will never really know what precipitated the riot at Fremantle Gaol. All I know is what was published in the paper, and what was said in the paper by an ex-guest of Her Majesty. This fellow has, of course, been discredited; it is easy to discredit people who come out of Fremantle Gaol. The Government deserves criticism for its handling of the situation, particularly as the position was well known to the Government for three or four years, during which time it has taken no action.

The whole matter is particularly distressing. Why the Minister should now have to go overseas to look at gaols is beyond me; because the Prisons Department has a competent staff—in fact they are too competent; because I seem to recall that the Comptroller-General of Prisons (Mr. Colin Campbell) spoke out on one occasion and he was taken severely to task for so doing.

On another occasion, however—though I forget the incident—when a senior public servant spoke out in praise of the Government it was all right for him to talk to the Press; but it was not all right for Colin Campbell. So there are a few things on which I would like to attack the Government.

I hope the Government will not sit back and think it is doing a particularly good job, because we are here to remind it of its shortcomings. The Government has

been dilatory in many respects but its procrastination in coming to a decision on a bridge across the Swan River beats everything. It is just short of seven years ago when I made my maiden speech and spoke about a bridge across the Swan River and suggested that Burswood Island would be the right place.

Since then there has been all sorts of double talk, and I have previously detailed the proposals and withdrawals which have taken place in the past, until we reached the stage where nothing could be done until a report was received from De Leuw Cather Company. This company was to report on the ring road and traffic within a three-mile limit of Perth.

This was a good excuse for the Government not to take any action on the construction of another bridge—it said that nothing could be done until the report was to hand. We all waited with bated breath for the report to appear. It was supposed to be completed last July, and then there was an announcement made that the report would be delayed. I believe the report was sent to the Government in November. There was an article in *The West Australian* in January 1968, saying that Perth would have two new bridges over the Swan River, and a further report in February, 1968, saying that a new bridge would be built by 1974.

The new bridge was to be built at Heirisson Island running south to a road parallel with Berwick Street and Chapman Road. If it could not be built at Heirisson Island then the second choice was to be Burswood Island.

It would appear that after seven years the recommendations of De Leuw Cather suggested that it be built at Burswood Island to help the traffic flow. As I say, this was my suggestion seven years ago, and it has only now come to fruition. But though the report was made six months ago we have heard nothing more from the Government.

It is high time the Government told us of its intentions in this regard because there are more than a few people who are interested. The whole future of Victoria Park, particularly around the Causeway, will depend on what happens at the second river crossing. Wherever it is to be placed the people who are affected by it are most concerned. I have no real voice in the matter, but I feel the Government would get out of it far cheaper if the bridge were placed at Burswood Island, because there would not be so many resumptions necessary in this area as there would in the other.

I do not care where the Government places the bridge as long as it makes an announcement as to where it is to be built, because the people are impatient as to the likely outcome.



The Premier expressed some concern after the last State general election and appeared to be shocked at the strength of the vote against the Government. He said there would be some soul searching. I do not know whether this soul searching has taken place, but no results have been apparent as a result of it. There are some aspects, however, which are very apparent to a number of people who voted against the Government, because of the arbitrary manner in which their representations have been handled, particularly in regard to town planning.

I will quote three cases where business has triumphed over the ordinary citizen. The first case refers to Westralian Plywoods Pty. Ltd. in Victoria Park. The noise, dust, and smell from this factory has been a great source of annoyance to the residents for many years. The fact remains that the factory should never have been built on that site. It owned land and it had a non-conforming right, and irrespective of the result of this huge factory being built in the middle of a residential section permission was granted.

Although a protest was raised when the building was started, it proceeded, and has continued to be a source of annoyance. I must be fair to the company concerned, because it has tried to eliminate the annoyance to some degree; though it has not been able to eliminate all the noise, the dust, and the smell, which still worry the residents of that area. The residents hoped that their salvation would lie in the Clean Air Act, but this apparently was not the answer to their problems. Although the residents have a genuine complaint the position is getting to the stage where nobody wants to talk to them.

The Lord Mayor was good enough to interest himself in the matter, and I believe he wanted to call a public meeting with Dr. Davidson, the Commissioner of Public Health. Dr. Davidson, however, refused to attend a public meeting but said he would attend a private meeting with the Carlisle ratepayers. This is proceeding, but the residents affected are getting a raw deal. It was short-sighted of the authorities to expand the factory in this area.

Mr. Toms: They were only able to expand by the sale to Hawker Siddeley of the land given to them.

Mr. DAVIES: I was not aware of that. The second case concerns Miss Sands who lives at Lot 150 Midgley Street, Rivervale, behind the Redcastle Motel. She went to the Perth City Council when she saw a block she wanted on the 21st October, 1953, and she was assured the blocks were for single tenements. She constructed her home and moved in on the 16th June, 1954. Subsequently the motel on the city side of the block was developed and action was

taken to try to rezone some of the land at the back of the motel which backed onto Miss Sands' block. These blocks were 113 and 114 Streatley Road, Rivervale.

All kinds of unsavoury developments took place. People were trying to push the zoning through and coming to her and threatening her, while at the same time she was trying to take action to see the Ministers and explain her case. She was allowed to see the Perth City Council town planning committee.

All the while she was only trying to protect her rights. She eventually learnt that Lot 113, Streatley Road, was considered to have non-conforming rights because of a laundry outhouse on it and that a motel could be established on the site. Plans were submitted to build two-storied units. This was bad enough; so she protested, but unfortunately the Perth City Council agreed to the proposal. Later it appears the council decided to rescind this motion and agreed to the erection of a five-storied multi-unit on the block, which would completely overshadow Miss Sands' residence.

If members were to read through these notes they would find Miss Sands took every reasonable action to see the people concerned, but she constantly came across acquaintanceships and friendships between the people in the motel, and those in the Perth City Council, and in the Government departments concerned, and she could not break down the barrier.

Once again she interviewed the Lord Mayor, who tried to do something about it for her, but when she eventually went to the office of the Minister for Town Planning she was told that the matter had been signed up; but on protest she was told it was not signed and that it would be reconsidered. Her representations were listened to, but the fact remains, that despite the fact that the Lord Mayor was prepared to act on her behalf, the tie-ups between the people concerned were more powerful than she was, as a single person, and, as a result, the zoning has gone through.

She now finds herself in a most unreasonable position inasmuch as what she thought would be a private residential block now will contain a multi-storied motel unit. I have not had time to closely read all of her notes; but after I do, Parliament may hear more.

The letter I am now going to quote shows that an ordinary fellow is hard pressed when he comes up against authority, and it concerns a man who sought a license for a "C"-class hospital on Lots 862 and 863 Star Street, Carlisle. This application was not approved for a number of reasons. One was because of the plan ratio of the block; another was that the block was not deep sewered; and the other was that it was an industrial

area and was not considered a suitable place for a hospital. This man considered these reasons to be quite reasonable and bought an alternative block of land half a mile away. But imagine his distress when there was a notice in the paper advising of intention to apply for a license for a "C"-class hospital on that very same land for which he had been refused permission. The notice in the paper was signed D. Sagers, Secretary, Carlisle Hospital Pty. Ltd.

On behalf of the gentleman concerned I took the matter up with the Minister; and the person concerned also wrote to the Minister. In reply I was told that the position had been explained to him by the Commissioner of Public Health, and he seemed reasonably satisfied. He rather shrugged it off and said, "What can you do about it?" and he let it go at that.

He had previously sought the assistance of a senior registered nurse and her husband to run the hospital with him and they were not happy about the position at all. As a result, they wrote this letter to me—

I wish to protest very strongly about a situation which has arisen, I believe through political privilege, and on presenting my case, I hope to prove that apparently there are one set of rules for the ordinary working man, and another set for a person in a higher position—in this case I refer to "political" influence.

The case I wish to state concerns the erection of a 62 bed "C" class Hospital on Lots 862 and 863 Star Street, Carlisle by a syndicate of people, one of whom I am led to believe to be a well-known politician.

License for this project was sought in February this year. Prior to that a Company Registration of "Carlisle Hospital Pty. Ltd." was lodged, obviously on the assumption that there was no question of doubt in the minds of this syndicate in the eventual approval of the site.

This application, and one subsequent other was known not to be approved by the local authority or the State Public Health Dept., and no building permit was issued for the following reasons:

1. Plan ratio contained too much building per proportion of land (which it still does).
2. Block not sewered and protests duly lodged by adjoining landowners re disposal of effluent etc., (enclosed).

I have a copy of their objections here. Continuing—

3. A section of the rear of the land is at present under resumption order for a future

road, thereby lessening ratio of land even less (resumption 33 ft.).

4. Land is adjoining light industry right around the proposed area.

The local Health Inspector has now learnt per medium of a contract plumber that the building is going to be erected, (clearing etc., having already been started) was approached re siting of leach drains etc., at which he was dumbfounded, as his full report and recommendations, plus original plans submitted to his Council still remain at the Head Office awaiting approval or rejection depending on the adoption by the Company concerned of his and the Council's recommendations.

It appears apparent that the Carlisle Hospital Ltd. Syndicate, after two refusals for their plans again submitted the proposal direct to the Public Health Department (without the recommended alterations) and approval was given, by Dr. Davidson and not through the normal P.H. section which normally deals with these applications.

I know for a fact that the local authority is not happy about this situation and feel that they and their recommendations have been completely ignored in the matter.

Recently flats were erected in this same area and the Housing Commission had to connect a pipe to the main sewer which is about two blocks away.

In defence of this protest I would like to draw your attention to the enclosed correspondence submitted by Mr. N. O. Andrews to Commissioner of Public Health and also to Perth City Council, which is self explanatory, and I would like to point out at this juncture that he had approached my wife (S.R.N.) and myself to establish this Hospital for him.

It was my own personal experience recently after applying for Public sanction of a site in Kenwick Road, Kenwick, for the purpose of erecting a "C" Class Hospital in that area, to be refused permission on the grounds of poor drainage. This was fair enough, and we abided by their decision and did not proceed any further into the matter.

The official attitude of the Commonwealth Health Department whose policy it is to normally abide by local authority decisions, is not known but must assume that the "go ahead" has been given by them also on the Public Health Decision.

It is a known fact that one Director who is listed in Carlisle Hospital Pty. Ltd., is owner of one "C" Class Hospital and a member of a syndicate of a second one—both leased at extremely high rentals. Whilst not belittling Private Enterprise I feel this venture and their unethical approach in the matter of approval, could easily smack at "profiteering" which was recently a controversial point in W.A. Newspapers. I feel that if this type of method in gaining approval for building of private Hospitals is to continue it is going to undermine the high standard aimed at by both the State and Commonwealth Health Departments and it is most certainly going to make it very difficult for people who feel genuinely able to offer a service to the aged and chronically ill to accept the fact that these standards are being set for them, but apparently not for those with political influence.

I refer in this matter to the fact that it was Mr. R. Cleaver who approached Dr. Davidson personally on this matter, and it seems very strange that permission was then given almost immediately.

Mr. Jamieson: That is not the same gentleman who browbeats the old people, is it?

Mr. DAVIES: He is looking to the future. Continuing—

I respectfully ask you Sir if it is in your power to enquire fully into this matter it would be doing a service to the ratepayers of Carlisle and give some measure of protection to the owners of smaller Hospitals run by themselves and not let out at high profit returns.

Mr. Ron Davies, member for Victoria Park is conversant with some facts relating to this matter and may be able to throw more light on this unethical procedure.

Trusting you will be able to give this matter your early attention.

Yours faithfully,

(Signed) Ronald D. Miles.

Mr. Miles and his wife were to go into partnership with Mr. Andrews in the hospital and run it at the standard demanded by the Public Health Department. They accepted the direction that the original block was not up to standard, for very sound reasons, and put themselves out to find land elsewhere, only to discover that the matter had been taken to Dr. Davidson and the necessary approval seems to have been given even though the Perth City Council is not satisfied about the plumbing arrangements that have been

made; and neither is Mr. Andrews whose block adjoins the land the Carlisle hospital company proposes to use.

Sand is banked up at the back of the block and Mr. Andrews is not satisfied about the leach drains because according to the plumber the effluent will go into his block.

The original directors of Carlisle Hospital Pty. Ltd. were J. Bollig, A. C. Mohr, H. M. Rodgers, B. E. Robinson, and D. J. Sagers, who signs as Secretary for the company.

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

Mr. DAVIES: They were the original directors in February; and on the 14th March, 1968, Mrs. Mavis Cleaver was elected a further director. It would appear that after this date approval was assured for the construction of the hospital, once again despite the protest of the Perth City Council, local residents, and, particularly, the first person concerned.

Mr. Jamieson: Has this firm got an undertaking business too?

Mr. DAVIES: I have no knowledge of that. I think I have shown that some pressure must have been brought to bear, because persons who had been rejected made inquiries and were told by the Public Health Department that the matter had been taken to Dr. Davidson by Mr. R. Cleaver and approval had been given. The law should apply to everybody and not be disregarded to suit one person.

If someone represents a matter to me I do not mind taking it to a Government department to see if something can be done in order to help that person, but I do not pressurise Government departments to help myself; and I do not think a politician should do so. However, the evidence seems to point to the fact that there are rules for one section of the community and rules for another section.

I have brought up the matter of the motel and Miss Sands' fight to keep the privacy of her home, the position in regard to Westralian Plywoods and the case of the hospital in Carlisle. What is the answer? What is going to happen now these matters have been ventilated in the highest court in the land? No doubt the Carlisle Hospital Pty. Ltd. will still get its approval.

It is up to the Government to take notice of the running of Government departments to see what is going on and, if necessary, make investigations. Different people adopt different attitudes. Mr. Andrews shrugged his shoulders and said that his application was rejected, but someone else with a bit more fight took the matter further and presented the letter which I have previously read. I believe

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

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

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

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

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

Debate adjourned, on motion by Dr. Henn.

*House adjourned at 10.16 p.m.*

## Legislative Assembly

Thursday, the 22nd August, 1968

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

### QUESTIONS (30): ON NOTICE

#### HOSPITAL

##### *Provision at Bull Creek*

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

Mr. ROSS HUTCHINSON replied:

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

#### DENTAL CLINIC

##### *Provision in Canning Electorate*

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

#### STANDARD GAUGE RAILWAY

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

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

Mr. O'CONNOR replied:

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

#### PRINCESS MAY SCHOOL

##### *Future Use*

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

Relevant to Crown Law use of Princess May State School on