

damage and to recoup a proportion of their losses.

In some cases farmers at Hyden, Pin-garing and Lake Grace—with up to nine inches of rain at harvest time—experienced a total loss of the whole crop. With the high cost structure facing the industry today, as well as the developmental needs, farmers cannot budget against these freak acts of nature. Fires at Denmark and Mt. Barker caused losses of fences, pasture and stock. Thus, hardships are created which could be considerably reduced if such an insurance scheme were in operation.

The Hon. L. A. Logan: The Government tried to introduce an insurance scheme but they would not have a bar of it.

The Hon. E. C. HOUSE: I assume that the Minister is referring to the Farmers' Union.

The Hon. L. A. Logan: Yes.

The Hon. E. C. HOUSE: Nevertheless, with things getting worse, I think it is time, possibly, for the Government to have another try because it is the Government which is being blamed all the time for not declaring disaster areas and for not giving any help in this regard. Therefore, I think the Government should make another move to try to persuade the Farmers' Union to agree.

Each year we are going to experience—or can experience—some portion of the State being damaged extensively through fires or storms. This damage, of course, causes undue hardship. Insurance is recognised as the best way to protect properties or people against these unforeseen happenings.

To lose the income which has been derived from a whole year's work is, indeed, a very serious matter and, in addition, the farmer is faced with the cost of replacing fences and buildings, etc.

In view of the foregoing, it would be appropriate if this matter were regarded as urgent. To regard it as urgent would, in fact, be in the best interests of the State as we would avoid this recurring dissension which is experienced each time damage is caused through an act of nature.

It should not be impossible to design a workable scheme. It is amazing but, in fact, a very small percentage of, or a levy on the various incomes—a fractional amount only—could bring about a very sound insurance scheme which would prevent the people from suffering these hardships. With these remarks, Mr. President, I support the motion.

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

House adjourned at 5.58 p.m.

Legislative Assembly

Tuesday, the 16th August, 1966

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

QUESTIONS BY MEMBERS

Correct Procedure

THE SPEAKER (Mr. Hearman) (4.33 p.m.): With the indulgence of the House I would like to make one or two observations on questions which have been appearing on the notice paper. I am well aware of the great importance that is attached to the rights of members to ask questions in the House, and this is very properly a rather jealously-guarded privilege. However, in many Houses of Parliament it has been necessary to place some restriction on both the nature and the time permitted for the answering of questions; in some cases this has been brought about, no doubt, by the practice of the members in a

particular House; and, in other cases, unquestionably the abuse of the privileges by members would have contributed to the restriction.

I think members would be well advised to read the relevant portions of *Erskine May* in an endeavour to observe the general principles that are laid down. At the present time some questions of a highly technical nature are being asked. I do not say that such questions are inadmissible for that reason alone, but there is a limit to the frequency of them. Furthermore, I ask myself whether it is fair to a Minister—particularly when he happens to be representing another Minister; and both of them could be laymen—to be requested to give highly technical answers, and then to be held responsible for those answers, especially if, as is sometimes the case, the questioning takes the form of questions without notice, which at times could amount to a cross-examination of the Minister on answers previously given. I am sure that on reflection members will agree with me there is clearly some limit to the extent to which this form of questioning should properly be carried.

Another requirement is laid down in *May*, and I think it is an important requirement; that is, that a member should, firstly, understand thoroughly the question that he asks; and, secondly, that he accepts responsibility for the accuracy of the information contained in that question. In other words, he must be quite certain that his question is well founded.

There is some indication at the present time that we are getting a series of questions which come into the category of being highly technical, and which seem to have been handed over to a member who has passed them on to the Clerk. We have been told, when the Clerk has had to reword questions, that in some instances the member concerned had not written them out, and that they had been written for him by somebody who was not accustomed to the terms and phraseology used in this House. This really places the member in the position of a cat's-paw for someone outside Parliament, and this was never the intention of Parliament. This should not be encouraged.

Incidentally, that is one of the reasons why members of this House are not permitted to read their speeches; because if they were so permitted it would be very simple for an outside person—one who has not been elected and who has no responsibility to this House—to be able to obtain a right to address Parliament. This is an undesirable practice, and one which should not be encouraged.

There is also a desirable limit to the length of the questions; and that particular wording comes from *Erskine May*. It is quite impossible to lay it down that questions shall not consist of more than

a certain number of words; that would be most undesirable, but clearly there is a need for reasonable conciseness. Further, *May* also makes it clear that questions should not repeat in substance, with minor variations, a previous question that has been asked, or even a previous question to which an answer has been refused; because it is very clear from *May* that if an answer is refused the question is regarded as having been answered, and may not be repeated.

If on occasions members consider—and members may feel this way—that a fair answer has not been given to a question, or the information sought has not been supplied, then they should give some consideration to the procedure of placing a motion on the notice paper to bring about proper and full ventilation of the point at issue. They should do that rather than adopt the process, almost amounting to a cross-examination over a period of several days, of eliciting the information which they are seeking, and which the Minister may or may not be able to give, or may or may not wish to give. This is a matter to which I would like members to give some thought.

I have no wish to place any restrictions on members at all. When I see a trend developing which I consider to be, perhaps, undesirable, then I think it is my duty to draw the attention of the House to that trend, rather than take precipitous action. At times we might find it necessary to reword some of the questions. In fact, the Clerks often do this, sometimes for the sake of clarity and sometimes to comply with the normal usage of words. On at least one occasion the Clerk Assistant and myself—perhaps we have more earthy minds than have some members—wondered what was the import of certain words used in a question; we thought they could be construed as the immoral means of the Minister for Railways to encourage passengers to travel on the railways. We have endeavoured to reword this question so this inference will not be drawn.

QUESTIONS (22): ON NOTICE ROCKINGHAM BEACH PRIMARY SCHOOL

Additional Teachers and Accommodation

1. Mr. RUSHTON asked the Minister for Education:

- (1) Has there been a dramatic increase in the population serviced by the Rockingham Beach primary school?
- (2) Are there sufficient teachers to cope with the increase?
- (3) Is the accommodation sufficient to cope with the increase?
- (4) If not, when will extra teachers be appointed and further accommodation provided?

Mr. LEWIS replied:

- (1) The enrolment at the Rockingham Beach primary school has increased from 261 at the beginning of 1966 to 313 at present.
- (2) Yes.
- (3) Yes.
- (4) An extra classroom is under construction and is due for completion in early October. An additional teacher will then be appointed.

SWIMMING POOL AT FREMANTLE *Government Financial Assistance*

2. Mr. FLETCHER asked the Treasurer: Adverting to my question 5 of the 10th August re Government subsidy to swimming pools in general and Fremantle in particular and his reference to "existing policy"—

- (a) in what respect does "existing policy" qualify Gosnells Shire Council; and
- (b) exclude Fremantle City Council, from similar consideration?

Mr. BRAND replied:

- (a) and (b) Distance from the coast. There was at one time a distance of 30 miles from the coast. This has been reduced from time to time, but as yet we are not able to provide sufficient money to subsidise all pools irrespective of the distance from the coast where swimming facilities are available.

NATURALISATION CEREMONIES

Welcoming Booklet: Presentation

3. Mr. ELLIOTT asked the Premier: Would he advise whether any action has been taken which would allow the State Government to make a gift of a welcoming booklet to candidates at naturalisation ceremonies?

Mr. BRAND replied:

Naturalisation ceremonies are the responsibility of the Commonwealth Minister for Immigration. A welcoming booklet is handed to candidates at these ceremonies. The State issues booklets to intending migrants and these are also available to them on arrival. The Minister for Immigration has given me this booklet to lay on the Table of the House.

The booklet was tabled.

FILM INDUSTRY

Encouragement for Establishment

4. Mr. ELLIOTT asked the Minister for Industrial Development: Would he consider the creation of a film industry in this State as

greatly desirable and, if so, would all help and encouragement be forthcoming?

Mr. COURT replied:

The possibility of the creation of a film industry in Western Australia is under periodical review by the Government.

Every encouragement is given to the small studios already operating within the State. These studios have produced some good documentaries and the standard is getting progressively better. In the larger more complex field of feature film making for entertainment purposes, the Government is willing to examine any proposal that would make it economically feasible for this section of the industry to begin operations within the State.

Likewise the Government has sought to interest experienced people in film making for the more specialised TV type films. In the meantime, with the help of a successful local author, some of whose stories have been accepted for filming, and some other interested people, we are currently trying to influence the filming of some feature films in Western Australia. This is not an industry in itself but would focus attention on our State and its attractions for film making.

JUNIOR AND LEAVING CERTIFICATES

Fees: Increase and Concession

5. Mr. ELLIOTT asked the Minister for Education:
 - (1) Would he advise the reasons for the increased fees for candidates for Junior and Leaving Examinations?
 - (2) Does he not consider there should be some concessions for parents who have more than one child sitting for these examinations in the one year?

Mr. LEWIS replied:

- (1) The Public Examinations Board and not the Education Department is responsible for public examinations, but I assume that the reasons are rising costs due to increased examiners and supervisors' fees, increased costs due to printing, and so on. It should be noted that there have been no rises in the candidates fees since 1956.
- (2) I am informed that the Public Examinations Board is giving consideration to this suggestion.

PUBLIC WORKS DEPARTMENT BUILDING

Opening: List of Invited Guests

6. Mr. JAMIESON asked the Minister for Works:

Will he supply a list of the invited guests to the opening of the new Public Works Department building?

Mr. ROSS HUTCHINSON replied:

The invitation list is hereby tabled.

The list was tabled.

POLICE BUILDINGS

Opening: List of Invited Guests

7. Mr. JAMIESON asked the Minister for Police:

Will he supply a list of invited guests to the opening of the new police buildings in East Perth?

Mr. CRAIG replied:

The list of guests invited to the opening of the new Central Police Station was merely in memorandum form; it was not retained. Any list that could be prepared now would be from memory only and probably would not be complete.

STANDARD GAUGE RAILWAY

Inaugural Functions: List of Invited Guests

8. Mr. JAMIESON asked the Minister for Railways:

Will he supply a list of those invited to the official inaugural train journey up the Avon Valley and to the official function at the marshalling yard at East Avon?

Mr. COURT replied:

A list of persons invited is hereby tabled. The number invited was largely governed by transport availability on the train used. The general public was also invited to attend the actual ceremony and many attended.

The list was tabled.

RETAIL TRADES ADVISORY COMMITTEE

Names of Members

9. Mr. FLETCHER asked the Minister for Labour:

Will he make known the names of those who constitute the Retail Trades Advisory Committee?

Mr. O'NEIL replied:

C. A. Reeve, Secretary for Labour, Chairman; R. T. Ashworth, representing the purchasers of goods from shops; N. H. Baird, representing the Retail Traders' Association, Retail Grocers' and Storekeepers' Association, and Perth Chamber of Commerce; deputy

members who have substituted for Mr. Baird in accordance with section 83 (5) (a) of the Factories and Shops Act; W. F. Harry, representing the W.A. Automobile Chamber of Commerce; G. D. Allan, representing the Pharmaceutical Guild; C. A. Kendall, representing the Chamber of Automotive Industries.

TRAFFIC ACCIDENTS

Metropolitan and Country

10. Mr. MAY asked the Minister for Police:

(1) What is the number of car accidents concerning drivers in the age group—

(a) 17 to 21 years;

(b) 22 to 50 years;

(c) 51 years and over,

for the period the 1st July, 1965, to the 30th June, 1966?

(2) Is any record kept of country car accidents by metropolitan car owners as against country car owners; if so, what are the figures?

Mr. CRAIG replied:

(1) The latest tabulations received from the Bureau of Census and Statistics are as shown hereunder. In each case, the tabulations refer to casualty accidents only as non-casualty accidents are not tabulated in this manner. Age groups are not tabulated in the exact form of the question but the following figures are submitted—For the year ended the 31st December, 1965—

(a) Under 21 years of age	722
(b) 21 to 49 years	1,581
(c) Over 49 years	457
Age not stated	200

(2) Yes. The following figures in respect of accidents outside the metropolitan area for the year July, 1964 to June, 1965 are as follows—

	No. of Accidents	Killed	Injured
Metropolitan Registrations	269	36	436
Country Registrations	652	80	950

HOUSING AT EXMOUTH

Rentals

11. Mr. NORTON asked the Minister for Housing:

(1) What rental is being charged for the first houses built at Exmouth in respect of—

(a) a two bedroom house;

(b) a three bedroom house?

(2) What will be the rent charged in respect of the houses now under construction at Exmouth in respect of—

(a) a two bedroom house;

(b) a three bedroom house?

Mr. O'NEIL replied:

- (1) (a) \$17.00 per week.
(b) \$17.80 per week.
- (2) (a) There are no two-bedroom houses under construction.
(b) \$17.80 per week.

POLICE STATION AT ALBANY
Commencement of New Building

12. Mr. HALL asked the Minister for Police:

- (1) Can he advise if there has been any shelving of plans for the building of a new police station at Albany?
- (2) If the answer is "No", can he give an approximate date for the commencement of this building?

Mr. CRAIG replied:

- (1) Plans have been prepared, but in view of contracts already in force, the funds available will not permit the construction of new buildings at Albany during the current financial year.
- (2) Not at this stage.

POLICE QUARTERS AT ALBANY
New Building

13. Mr. HALL asked the Minister for Police:

Is it the intention of the Government to build new living quarters for the inspector and the sergeant of police at Albany?

Mr. CRAIG replied:

Plans of proposed buildings at Albany do provide for new quarters for the sergeant of police but not for the inspector in charge.

RABBITS

Breeders: Financial Loss and Compensation

14. Mr. HALL asked the Minister for Agriculture:

As considerable financial loss has been experienced by commercial rabbit breeders in this State by the introduction of legislation banning the breeding of rabbits, would the Government give consideration to some form of compensation being paid to rabbit breeders so affected?

Mr. NALDER replied:

No. Commercial breeders were given ample time (five years) to dispose of any stocks of rabbits held.

Breeding on Islands

15. Mr. HALL asked the Minister for Agriculture:

With the high price of meat in Western Australia and the importation of rabbits from the Eastern

States, would the Government be prepared to consider the easing of legislation if persons interested were prepared to breed commercial rabbits on islands near the mainland?

Mr. NALDER replied:

No. The ban on keeping rabbits for commercial purposes extends over offshore islands as well as the mainland.

FLUORIDATION OF WATER SUPPLIES
Bones and Teeth: Deposition of Fluoride

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

- (1) Does the Public Health Department accept the theory that the deposition of fluoride in bones and teeth occurs by means of an exchange of fluoride for hydroxyl and bicarbonate ions at the crystal surface of bone mineral?
- (2) If "No", has the department accepted a theory and from what source did it originate?
- (3) What is the theory?
- (4) Does the department accept the theory that the calcium and magnesium present in the "hardness" component in naturally fluoridated waters provide a protective mechanism reducing fluoride absorption and its subsequent deposition in bones?
- (5) If "No", will he give the reason why this theory is rejected?
- (6) Does fluoride deposition occur most intensely in skeletal areas of high metabolic activity or great vascularity so that cancellous bone tends to accumulate more fluoride than does cortical bone?
- (7) If "Yes", is it not necessary to consider this non-uniform distribution of fluoride in the evaluation of long term effects?
- (8) Has such consideration been given by any scientific body?
- (9) If "Yes", by whom and where are the results of such studies reported?

Mr. ROSS HUTCHINSON replied:

- (1) to (3) There are published reports of studies which indicate that the mechanism described by the honourable member plays a part in the deposition of fluoride in bones and teeth.

References:

- (1) Newman, W. F. et alii (1950) Jour. Biol. Chem., 187, 655.
- (2) Megirian, D. (1951) Univ. of Rochester, Atomic Energy Project, Report No. UR-168.

- (4) and (5) The honourable member is advised to refer to the answer (provided on the 11th August, 1964) to an identical question asked by him. That happened to be the 56th in the series of 83 questions asked by him so far on this subject.
- (6) Evidence indicates that the deposition of fluoride in bones and teeth is not uniform and that vascularity may be one of several factors involved.
- (7) Yes.
- (8) The long-term effects of drinking water containing one part per million and more of fluoride have been both considered and evaluated by appropriate experts.
- (9) The honourable member is referred to papers collected by the U.S. Department of Health, Education and Welfare (Public Health Service), National Institute of Dental Research, Bethesda, Maryland, and published in 1962 as *Fluoride Drinking Waters* (Public Health Service Publication No. 825).

LEGAL PRACTITIONERS

Annual Practice Certificate Holders

17. Mr. GUTHRIE asked the Minister representing the Minister for Justice:

- (1) Referring to (2) of question 11 asked by me on the 17th October, 1962—
- (a) did the number of 196 supplied in that answer include any officers of the State Crown Law Department deemed to be certificated under section 62A of the Legal Practitioners Act;
- (b) if so, how many;
- (c) did such number include any officers of the Commonwealth Crown Solicitor's Office;
- (d) if so, how many?
- (2) Referring to (2) (a) of question 16 asked by me on the 10th August, 1966—
- (a) does the number of 213 supplied in that answer include any officers of the State Crown Law Department deemed to be certificated under section 62A of the Legal Practitioners Act;
- (b) if so, how many;
- (c) did such number include any officers of the Commonwealth Crown Solicitor's Office;
- (d) if so, how many?
- (3) Referring to (3) of question 16 asked by me on the 10th August, 1966, what offices are held by, and salaries paid to, each of the 22 officers mentioned in such answer?

Magistrates: Postings and Functions

- (4) Referring to (4) (a) of question 16 asked by me on the 10th August, 1966, where are each of the sixteen magistrates mentioned in such answer stationed, and what functions are performed by each of them?

Mr. COURT replied:

- (1) (a) No.
(b) Answered by (a).
(c) Yes.
(d) Ten.
- (2) (a) No.
(b) Answered by (a).
(c) Yes.
(d) Eight.

		Present Salary \$
(3)	(1) Solicitor-general	10,768
	(2) Chief Parliamentary Draftsman	10,168
	(3) Crown Solicitor	9,368
	(4) Crown Counsel	9,368
	(5) Chief Crown Prose- cutor	8,568
	(6) Conveyancer	7,927
	(7) Senior Assistant Par- liamentary Drafts- man	7,927
	(8) Senior Legal As- sistant	7,635
	(9) Assistant Parliamen- tary Draftsman and Relieving Solicitor	7,343
	(10) Senior Assistant Crown Prosecutor	7,343
	(11) Senior Assistant Crown Solicitor	7,343
	(12) Assistant Convey- ancer	7,061
	(13) Assistant Crown Counsel	6,779
	(14) Solicitor Grade 1 (Temporary office)	7,343
	(15) Solicitor Grade 1— Statute Law Revision	6,075
	(16) Solicitor Grade 1	5,453
	(17) Solicitor Grade 1	5,325
	(18) Solicitor Grade 2	4,937
	(19) Solicitor Grade 2	4,775
	(20) Solicitor Grade 2	4,677
	(21) Solicitor Grade 2	4,417
	(22) Solicitor Grade 2	3,903
(4)	Chief Stipendiary Magistrate (1) Magistrate, Local Court, Perth. Senior Stipendiary Magistrates (4) 1 Magistrate, Police Court, East Perth. 1 Magistrate, court of petty sessions, and Traffic Court, Beaufort Street, Perth. 1 Magistrate, Summary Relief Court, Perth. 1 Magistrate, Local Court and court of petty sessions (including traffic) and Summary Relief Court, Fremantle.	

Stipendiary Magistrates (10)

1 Magistrate, Local Court, Perth.

3 Magistrates, court of petty sessions, and Traffic Court, Beaufort Street, Perth.

2 Magistrates, Summary Relief Court, Perth. One assists at Fremantle two days per week.

1 Magistrate, Local Court and court of petty sessions (including traffic) and Summary Relief Court, Midland. Also assists at Fremantle two days per week.

1 City Coroner.

1 Relieving magistrate.

1 Industrial magistrate.

Special Magistrate (1) Children's Court, Perth.

FREMANTLE-MANDURAH ROAD**Railway Crossings: Warning Devices**

18. Mr. RUNCIMAN asked the Minister for Railways:

Having regard to the large volume of traffic using the road between the Fremantle district and Mandurah and the three railway lines which cross these roads, what warning devices will be used on the crossings?

Mr. COURT replied:

At Spearwood where the existing level crossing is equipped with flashing light signals, it is proposed to install boom gate protection.

An overbridge is in course of construction where the standard gauge line crosses Rockingham Road in the Naval Base area and this is scheduled for completion in October this year.

Planning also provides for an overbridge to be erected at the junction of Thomas Road and the railway line in Kwinana, and this work is expected to be undertaken in 1967.

MILK PRODUCTS**Ultra-heat Treatment**

19. Mr. DAVIES asked the Minister for Agriculture:

(1) Has his department done any work or research into the ultra-heat treatment of dairy products which allow milk and cream to be kept without refrigeration for up to three months?

(2) Is there any likelihood of products so treated becoming available in this State?

Mr. NALDER replied:

(1) No. The process was developed overseas where it is now being used commercially. Further development will be by commercial firms.

(2) No. The capital cost of the equipment and the small demand for the products would preclude any such development for processing Western Australian milk in the foreseeable future.

NOMENCLATURE COMMITTEE**Membership and Meetings**

20. Mr. TOMS asked the Minister for Lands:

(1) Who are the members of the Nomenclature Committee?

(2) How often are meetings of the committee held?

Mr. BOVELL replied:

In answer to the honourable member for Bayswater—

(1) Mr. Harold Camm, Surveyor-General (Chairman).

Mr. D. H. Aitken, Commissioner of Main Roads.

Mr. T. A. Cleave, Deputy Surveyor-General.

Mr. H. W. Dettman, Deputy Director-General of Education.

Mr. W. P. Griffiths, (representing Local Government Authorities).

Mr. L. A. Jones, Superintendent, Mapping Branch.

Mr. J. E. Lloyd, Town Planning Commissioner.

Miss M. Lukis, State Archivist.

Mr. R. K. Williams, Superintendent, Post Offices Branch Postmaster-General's Department.

(2) Meetings are convened when necessary. An average of 6 meetings are held each year, although for the period from the 1st July, 1965 to the 30th June, 1966, the committee met on four occasions only.

T.A.B. AGENCIES**Kalgoorlie and Boulder: Details of Investments**

21. Mr. BURT asked the Minister for Police:

What amounts were invested in Totalisator Agency Board agencies in the towns of Kalgoorlie and Boulder—

(a) on horse racing in W.A.;

(b) on trotting races in W.A.;

(c) on Eastern States racing; for the years ended the 30th June, 1964, 1965, and 1966?

Mr. CRAIG replied:

	(a) Horse Racing in W.A.	(b) Trotting Races in W.A.	(c) Eastern States Racing
Year ended 31st July:	\$	\$	\$
1964	378,992	418,484	848,324
1965	412,782	417,218	900,252
1966	408,191	463,303	918,580

BETTING

Criticism by Board of Letter to Governor

22. Mr. TONKIN asked the Minister for Police:

- (1) Will he state the grounds upon which the members of the Totalisator Agency Board came to the conclusion that the criticism of it which was contained in a letter from the Deputy Leader of the Opposition to His Excellency the Governor was "not warranted"?
- (2) Will he specifically state also the grounds upon which the members of the Totalisator Agency Board concluded that the letter itself was "open to criticism in several respects"?
- (3) On what date was the opinion of the board formed on the letter in question?
- (4) How many members of the board were present when the letter was discussed?

Mr. CRAIG replied:

The above question appears on the notice paper as requiring to be answered on the 30th of this month. I have the reply here, Mr. Speaker, and with your permission, I shall now give it. It is as follows:—

The relevant portion of the letter sent by His Excellency the Governor in reply to the Deputy Leader of the Opposition's letter of the 16th February, 1966, was based on information and views supplied to me by the chairman of the board, who believed he was stating the views of at least a majority of board members.

However, in view of the questions now raised, a copy of the Deputy Leader of the Opposition's letter of the 16th February, 1966, received more detailed consideration at a board meeting held on the 12th August, 1966. All the seven members were present and were of the opinion—

- (1) that criticisms of the board for being involved in serious breaches of the law were and are unwarranted for the reason that the board has not been and still is not, so involved. This is supported by legal opinions furnished to the board—incidentally I sup-

plied these to the Deputy Leader of the Opposition;

- (2) that the Deputy Leader of the Opposition's letter of the 16th February, 1966, is open to criticism in that such letter—

- (a) in quoting section 33 (b) of the Totalisator Agency Board Betting Act did not draw to the attention of His Excellency that section 33 in no way covers betting "with" the board and made no attempt to distinguish between betting "with" the board and betting "through" the board. This distinction should be made because of the long title to the Act and sections 17, 20, 21, 33 and 57. Section 33 commences "The following provisions apply in relation to betting through the board", and therefore does not apply to betting "with" the board.

- (b) failed to mention that a private member's Bill introduced by the Deputy Leader of the Opposition in September, 1961, for the purpose of making unlawful those matters which in the letter he claimed to be unlawful, was rejected by this House after a proper consideration of the relevant issues and a knowledge of all that was said when the original Bill was before the House in November, 1960;

- (c) failed to draw to the attention of His Excellency that, subsequent to the legal opinion furnished by Parker & Parker on the 24th May, 1961, both section 33 (b) of the Act and the board's regulations on credit betting were amended in material respects;

- (d) in quoting the Burden case in support of criticism of the board, did not make it clear that at no time during the proceedings did the presiding judge make the slightest suggestion that the board was breaking the law or permitting its agents to carry on in a manner contrary to the law;

- (e) quoted the Donohoe case in such a way as to give the impression that agents

fully account to the board once per year only, whereas the actual position is that agents account fully each week and any agent who defaults for any one week is promptly suspended.

QUESTIONS (4): WITHOUT NOTICE.

PRICE OF GOLD

Increase in Subsidy: Federal Government's Decision.

1. Mr. BURT asked the Premier:

(1) As the Federal Treasurer has refused the request of the State Government to approach the International Monetary Fund for an increase in the price of gold, will he advise the House whether he has received a reply to another approach made by the State Government to the Federal Treasurer, which, firstly, asked that the subsidy for the small producers be increased from \$6 to \$10 per fine ounce; and, secondly, that the definition of "small producer" be altered so that the base figure is 1,000 ounces instead of 500 ounces per year?

(2) If no reply has been received from the Federal Treasurer, will he make further representations to him?

Mr. BRAND replied:

(1) and (2). I have not received any reply from the Commonwealth Government on this particular matter, but I will make further inquiries.

Review of Federal Government's Decision

2. Mr. EVANS asked the Premier:

Alluding to the question asked by the member for Murchison, and having regard to the refusal of the Federal Treasurer to accede to the request of the State Government, can any action by the State Government be contemplated whereby the Federal Government will be asked to review its decision?

Mr. BRAND replied:

So far as the State Government is concerned, it has done everything possible by way of representation, and presentation of a case, to the Commonwealth. Any decision of this kind must be made by the Commonwealth Government, and any approaches that will be effective have to be made to the International Monetary Fund; or, perhaps, more directly, to the United States Government, which has a great influence on this matter.

MITCHELL FREEWAY

Measurement of Clearance and Open Cuts

3. Mr. GRAHAM asked the Minister for Works:

- (1) How far below the crown of the existing road will the surface of Mitchell Freeway be at Malcolm and Hay Streets respectively?
- (2) What vehicular clearance will there be at these points?
- (3) What will be the depth of the open cut immediately in front of Parliament House building?
- (4) What will be the width of the open cut at its base and at the top respectively?

Mr. ROSS HUTCHINSON replied:

- (1) Malcolm Street: In the order of 35 feet depending upon the point of measurement.
Hay Street: In the order of 16½ feet depending upon the point of measurement.
- (2) Malcolm Street: 28½ feet.
Hay Street: Minimum of 15 feet.
- (3) Mean depth: 33 feet.
- (4) At base of open cut: 165 feet.
At top of open cut: 300 feet.

SCHOOLS AND HOSPITALS AT MT. TOM PRICE

Letting of Contracts

4. Mr. BICKERTON asked the Minister for the North-West:

Arising from an article in yesterday's issue of *The West Australian* stating that large contracts had been let by the Department of Industrial Development for the construction of schools and hospitals at Mt. Tom Price and King Bay, the question I wish to ask is—

Does not the article contradict the agreement with Hamersley Iron Pty. Ltd. which states that the company will be responsible for the erection of schools and other dwellings?

Mr. COURT replied:

The company is completely responsible for schools, hospitals, police stations, and dwellings. The actual statement that the contracts have been let was released by the Department of Industrial Development after negotiations on the local components, but there is no obligation or commitment on the part of the Government. It is just unfortunate that it has been announced as a contract let by the Department of Industrial Development. I have called for a Press release which clearly states that the contract has been let by the company. Also, I notice

another report on the way the statement was released; namely, that it was a contract let by the company.

Mr. Bickerton: Thank you.

ADDRESS-IN-REPLY: SEVENTH DAY

Motion

Debate resumed, from the 11th August, on the following motion by Mr. W. A. Manning:—

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

May it please your Excellency; We the 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. CROMMELIN (Claremont) [5.5 p.m.]: Some short time ago, several members of this House availed themselves of an opportunity to make a flying trip to the north-west to inspect the development in that area of the State. I did not go on that trip, but some 12 months prior to it I was able to obtain accommodation on a ship making a trip to Darwin and back, knowing full well chartered planes were available at reasonable cost to give one an opportunity to see the inland.

It is in regard to this trip by ship that I want to make a few comments in the hope that the Minister for Transport will be able to do something to improve the trip, more especially from the point of view of visitors from the Eastern States. On the trip I made to Darwin and return, one-third of the passengers came from the Eastern States of Australia. At the outset I would point out that the fare to Darwin and back is \$290; an average of \$10 a day, which, of course, includes the cost of travelling and the messing of each passenger on board. In these circumstances one would think it is not very fair to complain, but it is fair, I think, to draw attention to the lack of some facilities for passengers, which, from the information that one can gather, is due to the fact that there is only this one type of vessel plying along the north-west coast.

Only the other day the Minister informed us that it was not practical to have only a passenger-carrying vessel on this trip. I think members will appreciate that those people who come from the Eastern States to make this trip are not fully aware of the difficulties that confront a passenger when travelling on a vessel that is carrying cargo as well, and they are also unaware of the difficulties that occur as a result of the rise and fall of tides, etc., when a

ship travels to the north. However, it is quite clear to me, from what I learned from those people who had obtained their information from a tourist bureau in the Eastern States, that, according to the maps they had been given, the ship would be berthing at most of the ports, including Geraldton, Onslow, and Point Samson; but on this trip the ship sailed direct to Port Hedland.

However, before speaking on that aspect I want to outline a few of the small conveniences that are missing on the trip itself. The cost, to myself, was only 30s. a day on board ship, and this cost, I understand, covered the meals provided, and therefore one would assume that one could not expect very much for 10s. a meal. Nevertheless, I would like to point out to the Minister that anyone travelling on the north-west trip today could do nothing else but say that the meals are of poor quality; and I think they could be improved, even if the fare were increased a little to cover the extra cost.

In addition, and although it did not cause me any concern, the meals on the trips I took were of very meagre proportions.

Mr. Bovell: You could not expect much better for a charge of only \$10 a day.

Mr. Rhatigan: You are very unfair! The meals provided by the State Shipping Service have not been criticised before.

Mr. CROMMELIN: If the member for Kimberley had been listening, he would have heard me say at the beginning of my speech that, in view of the low fare that was charged, the passengers could not complain; and I am now suggesting that if an increase in the fare were made, it should be put towards meeting the cost of improving the meals. I repeat again that it is worth while to pay a little more to get a meal that is a little better.

Mr. Rhatigan: You are very hard to please, that is all I can say.

Mr. CROMMELIN: Well, of course, the honourable member would not know. I was referring to the Eastern States visitors and was saying that when they make this trip they are not sure of what they are going to get. When we berthed at some of the ports it was very difficult for them to get into the townships. This was most noticeable at Derby where I think there are only seven taxis available for hire; and it is quite a distance for one to walk into the township, especially for some of the elderly passengers.

At Broome the passengers could reach the township quite easily either by train or on foot. On this particular trip the ship was supposed to have berthed at Port Hedland on Monday but, in actual fact, it berthed a day earlier, on the Sunday. As Sunday is apparently a big day for the people of Port Hedland, the number of taxis available was in short supply. In fact,

there were several sporting matches being held and, consequently, very few of the passengers from the Eastern States were able to obtain taxis to drive around the township of Port Hedland.

At Wyndham, excellent arrangements were made for the convenience of the passengers. I was given to understand that the best means of travelling to Kununurra and back was by bus. However, some of the passengers who stayed at Kununurra were unaware that it was possible to travel up the river on a boat. Had they been aware of this before they disembarked at Wyndham, possibly they could have made arrangements to make this journey. As it turned out, some of us on board this vessel were fortunate in meeting someone who had a boat and we were thus able to travel 25 miles up the river and back. This was a most interesting trip. Until I had made it I did not realise that the gorges were so high, and did not dream such beautiful water lilies could grow so far from the sea.

So I suggest to the Minister that, in the future, when passengers make these trips to the north by ship and they stay at Kununurra overnight, it should be made known to them that, after seeing all there it to see, it is possible for them to make a trip up the Ord River; because, no doubt, that trip is well worth while.

Another problem which arises on board ship is that the dining room accommodates approximately only 60 passengers, and as the ship usually carries about 90 passengers there must be two sittings for all meals. Those who are in the first sitting have to enter the dining room at 5 p.m. for the evening meal, with the second sitting following at 6 p.m. However, after the first sitting has been held, about 30 seats are occupied in the lounge after some of the passengers have gone up to the lounge for their coffee. This means that all the passengers in the second sitting are unable to obtain a seat until the passengers remaining in the lounge from the first sitting have gone out. This inconvenience was not so great when the weather became warmer as we travelled further north, but the situation was almost impossible for the first couple of days.

May I suggest to the Minister for Transport that such a situation on board ship could be relieved by the provision of more chairs on the ship so that more people could be seated on the decks? However, despite these suggestions I have made, I can recommend the trip to anybody who is thinking of travelling to the north. The trip is well worth while, and all the Eastern States' visitors with whom I travelled were tremendously impressed with what they saw; but the provision of a few extra amenities such as those I have mentioned would make the trip more popular than it is today. I know, of course, that there is a waiting list for this trip for months and months ahead.

Some five years ago I took the opportunity, in this House, of raising the subject of reflectorised number plates for use on vehicles in this State. I have here in front of me a number plate which was manufactured in the United States of America. This type of number plate has been used in from 10 to 15 States in America for the last 10 or 12 years. The purpose of such plates is to illuminate the number of the vehicle both at the front and the rear during the hours of darkness.

I had hoped, some five years ago, that a little success would result from my endeavours to introduce these plates into this State, but none has until only quite recently, when it was found that all the taxis in the metropolitan area were equipped with these reflectorised plates. Now some of the country shire councils are fitting these plates to the vehicles under their jurisdiction. The main advantage of them, of course, is that one can see the number at night for a considerable distance.

The normal headlights carried on vehicles are powerful enough within limits, but it is not possible, with them, to see a number plate on a car for much more than 100 yards, unless the light is on high beam, which, of course, is against the regulations. I have already proved the success of these reflectorised number plates; because the member for South Perth will recall that five years ago while he was standing near Parliament House I held up a reflectorised plate in Havelock Street and the numbers on the plate were easily visible to him up to 1,500 feet away.

As we all know, the ordinary number plate becomes obscured during rain, or if it happens to be splattered with mud. It does not take much rain to wash the mud off the reflectorised plate, and the numbers are then easily seen. I am given to understand that in the country districts the speed on the roads is considerably more than it is in the city. I am sure we will all appreciate the fact that a car travelling at 60 miles per hour cannot pull up under a distance of 320 feet, and it would therefore not be difficult to work out the possible effects if a car were to be travelling with its lights on, and a car in front happened to be in the direct line of the traffic. With reflectorised plates, however, the car in front could be seen 1,500 feet away.

The position is now being reached where the Government must give consideration to enforcing the use of these plates. It is extremely likely that they will be introduced in the Australian Capital Territory very shortly.

Mr. O'Connor: The authorities there have agreed to introduce them.

Mr. CROMMELIN: They will be the first to do so. After all is said and done, both the present Government and the previous Government have taken a great

interest in national safety, even to the extent of spending thousands of pounds on this matter. What could be better than for this State to set an example by enforcing the use of reflectorised plates?

I daresay the first question that will be asked is what these reflectorised plates will cost the motorist. I am sure we will all want to know whether they will cost him a great deal more. They will cost him more, but not a great deal more. But what is a few shillings extra for a number plate if it will help reduce the number of accidents and prevent motorists from running into one another? At the moment I think the cost of number plates to the motorist is 10s. per set. I do know that at present the Traffic Department has on hand 11,502 plates, and a contract has been let for the delivery of a further 45,900 plates. In other words, that is the normal supply of plates for approximately 16 to 17 months.

The reflectorised plates can be made with two materials. The cheaper plate is made of zincanneal, and the more expensive plate is made of aluminium. The aluminium plate is far more satisfactory because it can be bent easily, and it is not prone to as much damage as the zincanneal plate.

There are two ways of getting these plates made; one is by calling tenders for their supply, and the other is the manufacture of them, by some means or other, by the Government. In this respect, some five years ago I suggested that it might be possible, as is done in some American States, for these plates to be manufactured by prison labour. I am given to understand—and this is quite authentic—that approaches have been made to the Trades and Labour Council, and this body has no objection to the plates being made by prison labour.

The only catch is that the installation of the machine to supply these plates will cost approximately £35,000. That, together with the cost of prison labour, might sound a lot of money; and it is difficult to estimate what the plates will cost, having regard to the life of the machine and its depreciation. It would be difficult to draw a comparison between such cost and the cost of the supply of the plates by tender.

I was able to get some figures in this respect. I would point out that today we have three different classes of plate. There is the taxi plate, which is black on white; the plate supplied to the private motorist, which is white on black; and the plate supplied to Government cars, which is a different colour again.

Mr. Craig: There are also permit plates.

Mr. CROMMELIN: That is so. If all the plates had a white background, and the taxi plate carried black lettering on the white background, it would be easily

distinguishable from the private car, because every taxi carries the word "taxi" on the plate, and the reflectorised plate would show this up very clearly. So we could have these black on white plates. If the Government desired another colour, there would be no problem in having red numerals and lettering on a white background, because this would be done with a different coloured ink. It is possible to have any colour that is desired on a white background, which, of course, is the best reflectoriser known today.

The cost of making the cheaper type of reflectorised plate today—that is the zincanneal variety—is from \$1.30 to \$1.50, if the order is for 100,000 plates. That would not be a very big order for the Government to place. If, however, the better type of plate were desired—the plate made of aluminium—the cost would be \$1.45, and the maximum price for a smaller quantity would be \$1.65.

If we took the average price of the better type of plate as \$1.50, the cost to the motorist would be an extra 50c or 5s. An extra cost of 5s. per plate to the average motorist is not really very much.

Mr. Craig: That is in addition to what he is already paying.

Mr. CROMMELIN: The 5s. would be in addition to what he has to pay at the moment. He is now paying \$1.00 for his plates, and he will be charged an extra half dollar for the reflectorised plates. It is not necessary that plates should last more than five years, and therefore the motorist will not be buying new plates every year.

I sincerely feel that if a half dollar extra were paid on every car, truck, and other vehicle on the road for these reflectorised plates, it would be a considerable step towards saving lives and preventing accidents on our roads.

As we all know, the cost from accidents to both Commonwealth and State Governments is fantastic. Not only is there the initial question of picking up the victim by ambulance, and the further proceedings in the coroner's court, and the work of the policemen involved; but there is also the loss of earnings to the victim. I think we are all aware of the number of quadraplegics who attribute their unfortunate condition to road accidents. It is almost impossible to get an accurate estimate of the cost involved in these accidents.

The plates I refer to are not an innovation. I am glad to say that Western Australia has led the other States of the Commonwealth in its endeavours to promote road safety and to save lives on our roads. So I earnestly hope that the Minister for Traffic and the Minister for Police—indeed all Ministers of the Government—will give serious consideration to making these reflectorised plates available when the present plates run out. I

have already said there are 11,502 plates in the police stores at the moment, and that there are another 45,900 on order.

The manufacturer of these plates is a local company, which informs me that it will be only too happy to cancel the supply of the 45,900 plates which are on order, and proceed immediately with the manufacture of the illuminated plates. This would mean that in three months at the most the people who commence to register their cars from, say, the 1st January, 1968, would have these plates available to them. They would be available to all new registrations. With those few words I hope that something can be done in this regard as a further effort towards reducing the number of accidents and deaths on our roads.

MR. TOMS (Bayswater) [5.27 p.m.]: It has been very pleasing during the debate on the Address-in-Reply to hear members speak in praise of our retired Clerk of the Legislative Assembly, Mr. Fred Islip. I, too, would like my appreciation recorded because of the service this gentleman rendered to the Parliament of Western Australia, and, more particularly, to the newer members as they entered this Chamber from time to time during the 51 years he served this Parliament. I would also like to welcome the young fellow who has been appointed to this Chamber, and I hope his experience will be similar to that of Mr. Islip's and that he, together with those other officers who were promoted as a result of Mr. Islip's retirement, will continue to be impartial and as helpful as was Mr. Islip during his term of office.

A number of members have also touched on the subject of the trip they made to the north-west. One was informed on the plane, during that trip, that it was possible there would be some discussion of it during the Address-in-Reply. I do not wish to say very much about that trip except that in the past hurly-burly of life in the metropolitan area I often wondered when this great leap forward was about to be made. At this stage I am prepared to admit that there is a big leap forward in the north-west. It remains to be seen, of course, what the ultimate result will be, but at the present time everything seems to be set for a real boom in that part of the State.

I believe one of the members who spoke to the debate on the Address-in-Reply referred to holes that will be left in the ground, and he wondered what was to be done with them.

Mr. O'Connor: They would make good catchment areas.

Mr. TOMS: We had these in the metropolitan area. At one time they were brick-yards but now these holes are a menace to the young children who play around their edges, because when they are filled with water they are quite deep. They might

make water catchment areas, as the Minister mentioned, but this would mean an extra cost because of the fencing it would be necessary for the Minister for Works to carry out in order to utilise these holes for catchment purposes.

Previously I said that I wondered where this great leap forward had taken place. I am impressed with what has taken place in the north-west, but not so with the metropolitan area. The most pressing need in my electorate—and I do not think it applies there alone—is in regard to housing. Other members have already touched on this matter, one being the member for Swan, who made some most dramatic comments only the other evening, when he asked the Government, or endeavoured to persuade it, in eloquent terms to get on with the job.

Mr. Hawke: Hear, hear!

Mr. TOMS: In the electorate which I represent about 60 per cent. of the problems with which I have to deal are concerned with housing; and here I do not compliment the Government on the way it has tackled the housing problem, because I do not think it is merited on that score. In fact, at the present time—and during the middle of a session—the bible of the Government—the Press—is not giving the Government too good a spin over this question.

Several articles have appeared in the Press over the past months or so, the like of which, I have no doubt, will disappear towards the end of 1967 and possibly in January and February, 1968, when an election is taking place. I feel most strongly about the housing situation, because our young people at the present time are faced with bad housing conditions brought about particularly by the policy of this Government.

I just said that the Press has not been kind to the Government in recent months, and, with your indulgence, Mr. Speaker, I intend to quote a few of the articles which have been published, and follow them up with my reasons for their appearance.

An article which appeared in *The West Australian* on Friday, the 26th November, 1965, under the heading "S.H.C. Held Up Over Land, Labour" states—

A shortage of labour and the difficulty of obtaining suitable land at reasonable prices affected operations of the State Housing Commission in 1964-65, according to the commission's annual report.

The report, tabled in the Legislative Assembly yesterday, said industrial expansion had caused a shift of labour from country areas and this adversely affected new cottage construction.

Tenders had been called regularly throughout the year in an attempt to maintain constant employment in the industry. There were longer delays

between the signing of contracts and the start of buildings.

The report said that, despite rising building costs, competitive tendering had allowed the commission to maintain rents and deposits on houses within the capacity of purchasers.

The commission found it difficult to acquire suitable land at prices which would allow its development at reasonable prices for rental homes, purchase homes and home builders.

I do not intend to read all of the Press articles on this subject, but I will refer to one that appeared in the *Weekend News* on the 4th December, 1965. This article was inspired by the sharp slump in land and house sales—something which caused the real estate people to feel the pinch. It also showed that even though the building of houses was lagging, the demand for land had slumped. The article, of course, attributed this position to the high cost of land, and I agree wholeheartedly with that statement.

Now I refer to an editorial in the *Daily News* of the 15th March, 1966, and it is a real beauty. Perhaps from March, 1966, until August, 1966, we cannot expect the Government to jump and do very much, but this editorial is probably the result of someone looking around and seeing home building was not progressing as it should be. I intend to read the editorial, because it sums up the position rather dramatically. The heading is, "No answer to problem", and the editorial reads as follows:—

The State Government is still doing no better than scratching around the housing problem.

It seems more interested in maintaining an unsatisfactory status quo than in taking effective action.

The problems of housing in W.A. are simply explained—building blocks cost too much and young couples find it hard to save a deposit and get additional finance.

The Government's supposed answer is the Woodlands scheme.

This had to be a failure because the Government was unwilling to put into it any of the ingredients necessary to make it a success.

Instead of providing cheap land—thereby helping also to arrest the spiralling of land prices elsewhere—it offered the Woodlands blocks at prices comparable with inflated land values and under terms in some ways more burdensome than those demanded by private speculators.

The real value of a scheme such as Woodlands can properly be measured by public reaction to it.

Since the scheme was announced nine months ago 79 blocks have been offered to the public in two groups.

The first group of 50 blocks attracted only 39 eligible applicants. And the result of the second offering

of 29 blocks, announced yesterday, was that only 18 had been taken up.

The Government still has more than 800 blocks to be offered under the scheme over the next four years. At this rate its prospects of unloading these under current terms of sale would appear rather bleak.

That is a well-written editorial but does not, in any way, bear out the article I read from *The West Australian* of the 26th November, 1965, which indicated that the State Housing Commission was held up by either land or labour.

Another article appeared in the *Daily News* on the 17th March, 1966, which touched closely on what I consider to be a problem experienced by our young folk, or anyone else who, at the present time, is seeking a home. The heading of the editorial is very appropriate, and reads, "Needy are forgotten". The editorial goes on to say—

It is difficult to believe that the State Government has any genuine wish to make home-building cheaper.

The Government, it seems, would like home-building to be easier, but not by bringing down land prices—and land prices provide the key to the whole housing mess in W.A.

And mess it is.

Those are not my words; they are in the editorial and are applicable. Continuing—

It is an indictment of any Government that in the midst of prosperity young people in good, secure employment should find it a relatively harder job to get their own home than people similarly placed 30 years ago.

Could anything be more cynical than the Woodlands scheme, put forward by the Government as a solution to part of this problem?

Yet the Government appears surprised that of the first 79 blocks offered under the scheme only 46 have been sold.

What other public response could be expected when the blocks are offered at inflated prices on terms demanding 70 per cent. deposit?

Now the Government is considering selling some of the 900 blocks in the scheme to speculative builders—provided these speculators do not make too much profit.

Yet the Government, at the prices it asks, is prepared to make a profit of over \$2,000 a block.

Under the new proposal both the Government and the speculators will profit from house-hungry young couples.

Somewhere along the line the needs of these people have been forgotten.

They, it seems, are the ones unlikely to gain any advantage from the

Government's plans to dispose of its 900 blocks.

For the purpose of comparison, I have taken out some figures which relate to the years 1939 and 1966. We know the price of land has gone up, but it is interesting to compare the figures for those two years. In 1939 when the metropolitan male basic wage was £4 2s. 2d., the price of a block of land was in the vicinity of £30 or £40. Six or seven years later about £20,000 was outstanding in rates to the Bayswater Shire and I saw many of the blocks sold at land sales for 5s. a block in an endeavour to get new owners. That was in 1946 and 1947. As I said previously, in 1939, with the basic wage at £4 2s. 2d., the average price of a home-building block was £30 to £40. With a basic wage of £4 2s. 2d. it took eight to 10 weeks, wages to buy a block of land.

Now, in 1966, with the basic wage at £16 12s. 7d.—using the old currency—blocks that were £30 to £40 each in 1939 are about £1,200 to £1,500 and instead of taking eight to 10 weeks to purchase a building block, as in 1939, it now takes 75 to 90 weeks to buy the same block. All that has happened in the meantime is that the sand on the block has got older.

Back in 1939 a house cost about £850 to £1,000. I am referring to war service homes, and in 1939 they were good homes; we all know the standard that was required. Today, the cost of a modest home for a working person is £3,000 to £3,500. When one considers that in 1939 the cost of a building block was £30 to £40 and the price of a home was £850 to £1,000, the cost of the land then was one-thirtieth of the cost of the house. Today, with the price of a building block at £1,200 to £1,500 and the cost of a home at £3,000 to £3,500, the cost of the land is nearly half the cost of the home. In 1939, it was one-thirtieth and now it is half the total cost.

The articles I have quoted from *The West Australian* and the *Daily News* are right on the dot. There is little doubt that the high prices being asked for land have caused the acute housing problems being experienced today. The State Housing Commission did not help one bit with the Woodlands scheme, and yet it intends to continue with it. All it has helped are the land speculators, because the commission is, itself, encouraging land speculation.

Last year the question was asked of me, when I spoke of this particular problem: How can you get over this land speculation? I do not think that the Government, or the members of the Government, are so naive as to think that one cannot put a covenant on the title. The covenant could contain conditions which would make speculation very restricted. A covenant could be placed on the title to

indicate that a person, before selling land purchased from the Housing Commission, would be required to hand that land back to the Housing Commission at the same price as he paid for it. That would not be unreasonable.

We members claim to be attempting to get over the housing problem, and to assist the genuine home builder. I say "genuine"; we are not assisting those builders now, because young people cannot save enough money to pay for the block of land required as a deposit on a home. It is not sufficient for us to talk about these things in Parliament. This is a real problem, and I hope the Government will have the inside to tackle it before it gets completely out of hand.

I am not going to read the other article I mentioned, because I have read enough from the papers already. Later on the papers will give the nice version of this matter, and not this particular version, which it does not appreciate. This version will be put in the background once election time is getting near. These are the things we need to publicise because we as a nation are dependent on the young people and their good living conditions.

In the district which I represent I know of one house which is just an ordinary home but, unfortunately, at the present time it is occupied by 14 people. It is not an uncommon sight to me, when I go into homes to investigate housing problems, to find beds in the lounge rooms, and in other places where people would not normally be sleeping.

All this has been brought about by the speculation in land, and the Government's non-desire, as it were, to help stave off this speculation. It is all very well for the Commonwealth Government to offer £250 to people who have saved £750 over three years. Before the ink was dry on the paper in Canberra the real estate agents had already raised the price by that £250, and so the people were really not benefitting.

I hope the Government will take notice of what I have said on this problem of housing because it is one that we will have to look at very carefully before many more summers are gone. Otherwise, we will have the health departments in the various local authorities taking very drastic action. I hope that next year I will be able to see some alleviation of the housing problem mentioned in the Governor's Speech because, as I have said, it is not only my particular area that is affected, but other areas represented by members on this side of the House. I cannot really believe that members on the Government side have the same problem, otherwise some action would be taken.

We read that 7,000 applications have been lodged with the Housing Commission and that 2,000 homes have been built. This

is about 1,500 fewer than the member for Balcatta had built when he was Minister for Housing.

Mr. O'Neill: In one particular year.

Mr. TOMS: Yes; we were working up. It is all very well for the Government to say that it is a free enterprise Government and believes in private enterprise. One of the biggest, and the first, mistakes which this Government made—I believe the Minister took the action for the Government—was the giving away of the State Building Supplies. Within three days of the announcement of the sale, the price of timber went up 3s. per 100 super feet. That rise in the price of timber would have paid back the cost of the State Building Supplies. But that has gone by the board, and now we have monopoly control. If the Government continues in that frame of mind it can expect the worst to happen.

Another bad feature was the disbanding of the day labour force operating at the time. Heaven only knows that the State Housing Commission was competing very favourably with regard to the price for its houses because the workmen were doing a very good job. Tradesmen had a pride in the work they did on a home. The homes were not the slapped-up places that we get today, with mortar falling out of buildings when they are two or three years old.

I hope that before it is too late the Government will be prepared to consider the problem which exists. It might have to bite its tongue a little, but at least it will get people into houses.

I turn now to the matter of town planning. The Bayswater Shire Council has, for many years, been held up by the Town Planning Board as a special example of a local authority at work under town planning controls. Because of the requirements of the Metropolitan Water Supply, Sewerage and Drainage Board with regard to the costs of drainage associated with the various schemes, much thought is being given by the local authority to discontinuing the projects in regard to town planning. The cost of development is getting beyond the terms of the scheme. I mean that, with the large land resumptions attached to a subdivision, we are fast reaching the stage where a person with, perhaps, 10 acres of land to subdivide will be lucky to get back three or four acres with the subdivision. This is due to the heavy costs involved in the scheme. One scheme at the present time indicates that the cost of developing quarter acre blocks will be in the vicinity of \$720. That makes the price too high.

We have had a deputation to the Minister on this matter. If the Town Planning Board is really sincere, some other method will have to be found to assist local authorities to expand their districts, and not have burdens added.

Mr. Ross Hutchinson: Did you receive my most recent letter on this point?

Mr. TOMS: I believe the cost has dropped by about \$30,000. Still quite a considerable sum is being sought from the local authorities.

I remember when the local authority contribution towards drainage was a token payment; when the Metropolitan Water Supply Department would have been prepared to accept the rates which accrued from the particular drainage scheme. While the Minister might say that costs are increasing, the drainage rate recently went up to, I think, 2.85c.

Mr. Ross Hutchinson: That was to keep out of the red.

Mr. TOMS: If the department has to keep out of the red that way I do not know why these schemes are not paying. Many of them have been down for many years and rates have been collected all the time.

Whilst I say it is perhaps a bit of a strain, the public cannot be expected to be the goats all the time. That is what is happening with the town planning scheme. I know the Town Planning Board wants a district to be properly planned. I only hope the board will not frustrate the districts by making the development costs too high.

I have been saying for many years—since the Stephenson Plan was adopted—that a lot of hardship is being experienced by the people in the area where the Beechboro-Gosnells Highway is to go. The supplement to *The West Australian* on the 14th July gave a fair indication of the area of Bayswater which will be affected by this highway. This is not a picture which I have in my hand; it is a map showing the Beechboro Highway, and other regional highways. These highways will make a proper mess of some districts. But the worst feature is, as the article states, that the proposed building of large freeways holds up development.

I am more particularly interested in the individuals along the route of the highway being adversely affected at the present time. There are many such people, and I have quoted the case of one chap who is about 60 years old now. He has been anxious to get rid of his property but he has been told that he can remain where he is for the rest of his time. In other words, he can die there. He cannot dispose of his property. The answer he has received is that the board is not ready to resume his property and it does not think he is suffering any measure of hardship. How the Government measures hardship in such cases is difficult to work out.

I realise, of course, that the £d. in the pound we are paying for the development tax is being gobbled up for the Mitchell Freeway at the present time with land re-

sumptions and so on. I ask the Government to give consideration to the people who are being affected by the Beechboro-Gosnells Highway. It is all right to have these grandiose schemes, but I am interested in the little person who has been battling for many years. He is entitled to spend his remaining years in some degree of comfort and not to be told that the scheme will possibly take 25 years, and he must wait until then.

I had an interview with the Town Planning Commissioner himself in regard to one particular offer, and when I asked when the resumption was going to take place and how did the board know that it wanted the land, I was told, "We don't." In the meantime, of course, these little people along the track can just sit and wait.

There is a big leap forward taking place all right. If I had not been to the north I would not know where it was. In yesterday's paper, and this morning's paper, mention was made of the condition of the Garratt Road Bridge. The Minister has indicated that a couple of bolts will hold it up for a while longer. Some of the piles are cracking.

For some time the local shire has been endeavouring to get the Main Roads Department at least to contribute towards the cost of Garratt Road. I do not think I need point out to metropolitan members the vital need for this particular road, and I would go so far as to say that since the bridge was built it must have saved the firm of Brisbane and Wunderlich many thousands of pounds. It has been able to cut across north of the river without having to go right down to the Causeway.

Mr. J. Hegney: It is an arterial highway.

Mr. TOMS: As the member for Belmont has just said, it is really a highway. I would say there was as much traffic over that road as over any other in the metropolitan area. The Main Roads Department some time ago widened the bridge by about four feet. If anyone wants to know where the widening took place all he has to do is drive over the bridge and he will see where it has taken place.

I feel there is a need for a new bridge to be built in this locality. One is to be built in the Hardy Road area, I believe, about two miles upstream. Garratt Road is well used and will be well used for centuries to come. The present bridge will not stand up for that long. I hope the Main Roads Department will give serious consideration to the request to repair the Garratt Road Bridge and repair the road from the bridge to the railway. We are not asking for anything from the Main Roads Department, because a very small percentage of ratepayers from the Bayswater area, as compared with the volume of traffic, traverses the bridge.

Speaking of traffic in that area brings

to mind a request to the police regarding the placing of "Stop" signs in Williamson Street, off Garratt Road, Trucks belonging to Bell Bros. and other cartage contractors use this road, day and night, as a bypass instead of taking the route via the Guildford Road and Garratt Road corner. The noise made by these trucks is disturbing the peace of the people living in Williamson Street. Many of the residents in that street are shift workers who are kept awake by the rumbling of these trucks going by day and night, and so the department was asked that, instead of placing the "Stop" sign at the intersection of Crowther and Milne Streets, it should reverse the procedure and put it in Williamson Street itself between these two intersections because it was considered that if the drivers of these trucks were compelled to pull up twice in this particular stretch of road they may then use the other corner which they are supposed to use.

I have received several complaints regarding these trucks. One of those who complained is an engine driver. He cannot get his proper rest, and this, of course, is not conducive to safety on the railways. Therefore, I hope the department will give greater consideration to the problem that exists at that point with a view to improving the situation.

I now wish to speak on a matter on which I asked a question only today. I asked the Minister what members comprised the Nomenclature Committee, and how often it met each year. The reason for my asking this question was that the local shire wrote to me on the 12th August, 1966, as follows:—

Re: Street Names and Nomenclature Committee.

I have been directed by the Council to ask whether you would be good enough to make enquiries regarding the operation of the Lands Department Nomenclature Committee. Despite several requests by the Council regarding changing of street names, no progress whatsoever appears to have been made.

Instances of what appears to be lack of co-operation on the part of the Nomenclature Committee, are indicated in the Council's files as follows:—

1. On the 2nd. March, 1965, the Council requested that "Hart Place" revert to its former name of "Palmer Place", followed by letters on the 18th November, 1965 and the 26th January, 1966, and no reply has been received, other than an acknowledgment dated the 19th November, 1965, that the matter was receiving attention.

It was on that particular point I wanted to speak before getting on to the other matter. I would point out that the local authority received an acknowledgment,

in November, 1965, that the matter was receiving consideration. In reply to my question today asking how often the Nomenclature Committee met, the Minister said—

Meetings are convened when necessary. An average of six meetings are held each year, although for the period from the 1st July, 1965, to the 30th June, 1966, the Committee met on four occasions only.

I do not think it is good enough when the members of a local authority, working in a voluntary capacity, receive only an acknowledgment of a letter in November, 1965, and by August, 1966, no further communication has been received. I am not sure, but perhaps the local authority should have continued to write letters; but one would have expected the shire to receive a reply before August of this year.

The reason the Shire of Bayswater has asked for this particular street to be renamed Palmer Place instead of Hart Place is that the people who owned the land for many years and who resided there—indeed, some of them still reside there—subdivided the land at their own cost and the shire, at the time, agreed that it would be named Palmer Place, and Palmer Place it remained until someone suggested that the road should be named Hart Place.

The shire is of the opinion that the pioneers of that area are entitled to some recognition, and I hope the Minister will reconsider this matter by bringing it before the Nomenclature Committee and awaken its members out of the doldrums to hold another meeting. The Shire of Bayswater is extremely pleased to know that at least the committee still exists and that it may be possible to get a reply to the letters which it wrote, the last being dated the 26th January, 1966.

That is all I wish to say at present. I intend to make a few further comments on the Estimates, if the opportunity is granted to me. I ask the Government to take heed of what I have said, particularly on the question of housing. I do not know where this State is going to finish up if someone has not enough determination and courage to tackle this very pressing problem. I only hope that some members opposite have not had the experience I have had in witnessing some of the heart-rending sights I have seen when investigating the housing problem. If they had seen them there is no doubt they would have contacted their Minister and also their colleagues to ensure that something was done to rectify the distressing situation.

The statements that have been made in the Press concerning the housing position are not understatement, and I only hope the Government is prepared to bend a little in regard to its views on private enterprise, and to think of the people who

are trying to exist in our present-day community. Even if the Government has to socialise to some slight degree to overcome this housing problem, I appeal to its members to be men and to do just that.

MR. NIMMO (Karrinyup) [6.7 p.m.]: I would like to say a few words on the growth of my district. In 1939 there were 410 votes cast in the Scarborough district. That was when Mr. Millington was the member for that area. In 1947 I decided to stand for the Mt. Hawthorn seat, and at that time there were just on 15,000 names on the roll. The Mt. Hawthorn seat commenced at Graylands and its boundary ran to St. John of God Hospital, across to Anzac Road, out to Charles St., past Dog Swamp, and back to the beach.

During the election in 1947 there were 15,000 voters on the roll. In that year the Scarborough district had 1,214 voters, but after the redistribution of seats that electorate was cut in half, and a further redistribution has just taken at least another 2,000 voters from it. The population of the Scarborough electorate at the time of the last election was 36,000; that is, taking into account the children as well. I am now talking about the Scarborough-Innaloo district.

During my first election in 1947 there were less than 300 children attending schools in the Scarborough district. The Innaloo area did not exist. At the present time I estimate there are about 8,000 to 9,000 children in the Scarborough-Innaloo area. Quite a number of the children are attending the school at Wembley Downs, while others are going to school in the Churchlands district. At the moment there are four private schools, seven junior and primary schools, and one high school in that area. I am very glad to say that \$135,000 has just been spent on the high school at Scarborough, while \$13,000 is being spent to provide extra accommodation to the North Scarborough and the Karrinyup schools.

I would like to refer for a moment to North Beach, Waterman's Bay, and the new district beyond Waterman's Bay known as Marmion. When Mr. Thorn was member for the district in 1947, there were only 30 votes cast, while during the last election in 1965 there were 2,055 votes cast in that part of the electorate. The area is going ahead very rapidly, and only 18 months or two years ago a sum of over £100,000 was spent on the beach front.

I do not mind admitting that I raised an objection to this addition to the beach front on the ground that we already had the experience of South Beach. I now go back about 30 or 35 years when quite a number of people used to swim at South Beach. Even in those days, when cars were scarce, it was very difficult to find a parking area on a hot day. That beach, however, disappeared.

In the Eastern States quite a number of beaches have suffered as a result of retaining walls being built, and also because of the construction of flats and other premises for letting purposes. Because of these activities portions of some of the beaches there have been lost. I admit that we have not suffered the same fate at Scarborough. The beach there is wider this year than it ever has been, and I think I am safe in saying it is the finest beach we have on the coast.

Mr. W. Hegney: Apart from City Beach.

Mr. NIMMO: City Beach lost most of its sand, I think, to Scarborough. We have, however, a very sad story to tell in relation to the parking area. Because of the activities of what I can only call bodgies, it would seem that the ground in the parking area was topdressed with glass. These youths buy their cordial drinks at weekends, sit in their cars drinking their cordial, and then leave the bottles lying on the roadway. Apparently they have too much money to worry about returning the bottles and regaining their deposits. It is a real tragedy.

Quite apart from this aspect there is also a great deal of litter left lying around on the roads. It is quite amazing to see the amount of rubbish that is left lying around. It is difficult to know how to prevent this spread of litter and the placing of bottles on the road, but one remedy could be for the offenders to be ordered to keep that particular part neat and tidy for, say, a period of some months.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. NIMMO: Before tea I was referring to roads being littered with broken glass. People who litter our highways with broken bottles should be punished by being compelled to keep those highways clean and tidy for three to four months, working every Sunday afternoon.

Mr. May: How will you catch the offenders?

Mr. NIMMO: That is the point. If the authorities set out to apprehend the offenders they could be caught. We have a very fine lifesaving club at Scarborough and its members look after the wonderful beach. Further along the beach, over which a new road will be built from Scarborough to Trigg Island, new lifesaving club premises will be established; they will be for the Trigg Island club. Tenders for construction have been called.

The Perth Shire Council and the Lotteries Commission have done a marvellous job for the lifesaving clubs along our coastline. They have made large grants to the Scarborough, the Trigg Island, and other lifesaving clubs. Last year 148 rescues were made, and 470 cases were treated in the ambulance room of the Scarborough club. There are about 168 young members in that club who render valuable

service to the community. In fact, I wish the general public would support such clubs to a greater extent. Each member has to pay a yearly subscription to belong to the club. The members are subject to rigid discipline, and they have to spend much time studying for the bronze medal and other examinations which they take in the course of the year.

The club has a four-wheel drive vehicle for work along the beach. Today people do not swim within the area of the marker buoys; they swim all along the stretch from City Beach to Trigg Island. Consequently the lifesavers have to cover a large area.

In 1947 I spoke about the shifting of the Perth railway station. At the time I said the population of Perth would reach the 1,000,000 mark before the turn of the century. The then Premier told me that the cost of the project would be too great for the State to meet. Other people told me that the placing of the station underground would raise a water problem which could not be coped with. At the time I mentioned that if the Perth railway station were put underground—I understand there is some move in this direction at the present time—the city would extend northwards.

Over a great number of years the City of Perth and the shopping centre have not extended to any large extent. The land within the city block has been very valuable and, as a consequence, most shops and office buildings in the block have expanded skywards.

In 1947, when I said the city would not extend eastwards or westwards, I was referring to the business houses. I realised that as far as professional offices were concerned, Perth would expand eastwards and westwards. If the Perth railway station could be established underground, the line could be retained as the main artery for the city through which most of the through traffic could pass. This would prove to be a great boon to Perth. The underground railway could be electrified, and passageways could also be built underground so that the commuters would not have to cross the roads.

Some years ago I discussed this matter with Mr. McNess, and inquired of him whether we had the same opportunity of making money as he had. He said that if he were then 14 years of age he would have a far better opportunity of making three times as much money as he had, in fact, made. He said that if the Perth railway station could be shifted, and all the land on the northern side of the line could be utilised, a fortune could be made. Ever since that time, right up to the present, the value of this land has been increasing.

If the railway station were to be moved out of the way, the shops and offices could extend northwards over the line.

If, as I said previously, we were to have a population of 1,000,000 in the metropolitan area what would happen to Hay Street? People would not be able to move. In 1947 I said the time was fast approaching when parking in the city should be prohibited. To travel along the road through the city block takes at least three times as long as to travel a similar distance in other parts of the city, because of the existence of two crosswalks, both of which, in my view, should be done away with. When people go into the city they should plan where they want to stop, and they should keep to the traffic lights.

When one visits other countries, or even Melbourne or Sydney, if one walks across a street in the city block, one is looking for trouble. I believe that if parking were cut out in Hay Street and the footpaths were widened a little, we would get some relief from what we are experiencing at the present time.

Mr. May: Cut out car travel.

Mr. Bickerton: If you cut out turning to the right at all times, it might help.

Mr. NIMMO: In the confined block of the city, cars are going around two and three times to try to find parking space.

Mr. Hawke: What do you think of the traffic control in Parliament Place during the daytime?

Mr. NIMMO: Tonight I heard the member for Bayswater refer to the price of land; and I can remember the time—not so very long ago—when in the Wild Estate blocks were offered to me at £10 and £12 each. The chap selling them told me he could not give them away. I said to him at the time, "I would not give you two shillings for them." That estate is now known as the Wembley Downs Estate!

Mr. J. Hegney: Why didn't you buy them then?

Mr. NIMMO: Because I thought they were no good. The member for Bayswater also mentioned war service homes. In 1920 I happened to be a member of a committee in Hobart, and war service homes were being built for £700—and they were five-roomed brick houses. Quite a lot of chaps obtained these homes on £5 deposit. I will now allow somebody else to speak.

MR. GRAHAM (Balcatta) [7.43 p.m.]: It is my desire, first of all, to express my gratitude to the Government of this State for having introduced the scheme under which a private member of this Parliament is, annually, to have the opportunity of travelling abroad. The benefits to the person fortunate enough to be selected and, through him, to the Parliament and the people of Western Australia, are, in my view, self-evident.

Mr. Bickerton: You have improved.

Mr. GRAHAM: I only wish my throat had, because I am speaking this evening under the greatest difficulty. However, I understand the Address-in-Reply debate is shortly to end.

Apart from other factors, I felt there was an obligation or expectation that I would say something in connection with the visit recently concluded. In addition, it is my intention, with a certain amount of modesty, to make available to members tomorrow, a written report. It is, too, opportune that I should express my thanks to the executive committee of the Western Australian Branch of the Commonwealth Parliamentary Association for having selected me to be the first recipient of the honour of being chosen from the parliamentarians of Western Australia to venture abroad, which was doubly welcome, perhaps, in my case, as never before, until May of this year, had I been beyond the confines of Australia.

So, Mr. Deputy Speaker (Mr. W. A. Manning), it did provide a wonderful opportunity for me to see, to observe, to study, to converse, and generally to acquire data which I do not intend to make the subject of a special speech; but points were learned which can insinuate themselves into discussions from time to time on issues which are brought before Parliament.

However, this evening, I desire to confine my remarks to, perhaps, one aspect of the matters that I undertook to look into whilst I was away. Before doing so, I hope and trust members will be indulgent, because whilst it is and will be my endeavour not to raise any matters that are unduly controversial, there is one point on which I know many members are touchy and have strong feelings, but in respect of which I feel, according to my conscience, I should make some mention and, at the same time, illustrate reactions that I found in other parts of the world.

Before dealing specifically with one of the matters into which I made some investigations while abroad I wish to refer to another subject. Let me say immediately that whatever one might think of the United States of America and its intervention in Vietnam, and unfortunately Australia's involvement, and what it means directly and indirectly in cost, not only financial, but in the loss of lives, other factors have arisen because Australia is directly involved in an undeclared war.

World opinion, as I was able to see, mixing in categories high and low so far as public reaction is concerned—the men and women in the street, people occupying diplomatic posts, businessmen, those in Parliament, and so on—seemed to be one of bewilderment that Australia was involved. Indeed—and I say this with a certain amount of sorrow, because like all of us, I am intensely proud of the country that gave me birth—there seemed to be in so many quarters an element of perhaps

contempt, perhaps scorn, and perhaps ridicule, because it was felt most obviously we were being dragged at the heels of a major power and that Australia had ceased to make its own decisions and play its own part. I mention that as a prelude to the important question of immigration.

I want to assure all members that I am not making statements for the sake of provoking controversy; and I cannot speak as openly as I would desire lest I involve persons occupying important positions elsewhere, some, in the employ of the Australian Government. But there is no denying the fact, from what I was told, that the flow of some of the most desirable migrants from European countries has been dislocated because of the policy of the Australian Government. I am not commending it or condemning it, but members are well aware of my viewpoint. In regard to the drafting of persons into the Army, and some of them going into the fighting forces in Vietnam, I was struck by the reaction of responsible people in the countries I visited—and I visited some 12 or 15 altogether—to the possibility of these persons being drafted into our fighting forces and sent to the swamps in Vietnam.

As I have said, I was told from official Australian sources that this policy in operation in Australia at the present moment was to the detriment of Australia. I am personally aware of some families who have, because of this policy, departed from Australia and returned to the countries whence they came. Since I have returned, two families, to my certain knowledge, have made arrangements for their teenage sons to go to the other side of the equator rather than have them faced with the prospect of becoming involved in this conflict, which, by and large, is frowned upon by every major country in the world, and by about 100 other nations.

There is no question that the Governments of a number of the mainland countries of Europe are most perturbed at the recent decision, made within the last week or so, that alien youths, though still subjects of another country, should be called up, not for military training—it may be possible to swallow that—but, worse still, to be sent to a war which has this unpopularity.

I mentioned before the fact that not half a dozen nations are prepared in any way to participate directly in this war. In the Press have appeared the strongest objections, for instance, by the Italian and Greek Governments. Those are two of the European mainland countries from which great streams of migrants have come to our shores—migrants who have proved themselves to be worthy settlers and citizens in this land.

Here I want to back up my observation by quoting from *The West Australian* of the 29th July, as follows:—

A record 16,351 former migrants left

Australia permanently in the year ended on June 30. This was 6,080 higher than the 1964-65 figure.

This was an increase of 10,000 leaving Australia as against the previous year, which is an increase of 60 per cent. over the previous year. The Immigration Department endeavoured to explain it away as follows:—

As the pool of migrants in Australia—estimated to be approaching 2,000,000—continued to rise by more than 100,000 a year, the number of former migrants leaving would naturally rise.

Another factor was that people no longer regarded migration to another country as an irrevocable step.

Greater prosperity and cheaper travel enabled them to return home if they wanted to.

There may be some substance in each one of those factors, but any person knows that is not the explanation for this tremendous upsurge—an increase of 60 per cent. of migrants to Australia returning to their homelands. Anyone and everyone honest enough to admit it will know that it is on account of Australia's involvement in what is called the dirty war in Vietnam. There is no gainsaying the fact and, I repeat, there is ample evidence in other parts of the world to support me.

It is a cliché to say that if these people are prepared to come to Australia to enjoy the benefits of this country, then there is an obligation on them to be prepared to fight for this country to retain its freedom, and all the rest of it. If there is to be no acknowledgement of the nationals of another country—if that is the way the Government of Australia operates—then I suggest it should be two-way traffic.

I have documents before me which all members have had supplied to them. They stipulate the qualifications for age pensions, invalid pensions, and so on. The age pension leaflet issued by the Department of Social Services states that the qualifying age is 60 years for women and 65 for men and that an applicant must have resided continuously in Australia for a period of 10 years. Then, under the heading of "Nationality" it states that only British subjects are eligible.

If this or any other Government in Australia feels that those who are citizens of another country can be called up not only to be trained in the Armed Services but to be conscripted for service in a war—particularly an undeclared war—then surely if there is any conscience in the Government, there should be a recognition of the parents, relatives, and friends of those same youngsters. Surely the benefits should go hand in hand with the obligations; and therefore I suggest that the Australian Government has not been very honest in this matter!

Apart from breaking down international protocol the Government has, for the purpose of political convenience, sought to

shanghai these young people who are citizens of another country into the fighting forces to go into a war arena, but it is not prepared to acknowledge the right of their parents to enjoy social services.

Mr. O'Neill: That has been rectified according to the Budget speech broadcast tonight.

Mr. GRAHAM: I sincerely hope that is so and if it is so, it bears out the validity of my remarks. I hope the remarks I will make on other matters will similarly influence this Government, or, indeed, any Government, where it might be appropriate.

So I turn to the question of traffic, principally, but first of all I want to make one or two general observations; and I do so at the risk of incurring the displeasure of responsible Government officers. I have wondered in respect of some of my inquiries what has been undertaken by those public officers who leave our shores. Do they learn? Are they perhaps feted too highly? What is the position? As an example, let us consider our Australian coinage. We do not need to study our coins because we can readily identify them. However, people from other countries reading our coins cannot readily ascertain their value. I found this in the countries I visited. With few exceptions I had to look all round the coins in order to ascertain their denomination and the country of origin. If we take as an example our old two shilling piece, nowhere on it does the figure "2" or the word "shillings" appear. How confusing must this be to visitors to our land. That typifies the experience I suffered and which, no doubt, countless millions of others have suffered.

This leads me to the thought that those responsible for designing the coinage should make the figures obvious so that there is no chance of their being mistaken or of any difficulties being created in the minds of people, old and young, and educated and uneducated, who, goodness knows, feel sufficiently like fish out of water when in foreign lands, without having this other unnecessary impediment added.

Even on our new coins the figures are camouflaged with a lot of scrolls, frilly lizards, platypuses, and the rest of it. The figures should be clear and distinct for all to see, because it is exasperating, when everything about one is so different.

Another experience I had has probably been the fate of countless others. Like many another traveller, I took my electric shaver with me, and in not one country I visited, was it possible for the points of my razor to fit the sockets of the power system.

What is wrong with Australia? What is so right about it that countries with populations totalling some 800,000,000, can

use electrical appliances with two round pins; whereas we in Australia require appliances with two or three flat pins set at an angle, with the bottom pin, of course, in a vertical position? Why must we be so different?

I suppose that every person who goes away from here either takes some electrical device, or returns with one or more. Yet the Australian appliance is contrary, and does not conform, to the pattern followed anywhere else in the world, based on the very many countries I visited whilst abroad. I want to know why there is this difference. If it is good enough for Britain, France, Germany, Italy, Yugoslavia, India, Pakistan, and Singapore, and the rest, why not here? Why the difference? Why is it necessary to have this special fitting? I suggest to the Minister for Electricity that he might have a look at that one.

There was a time when I was Minister for Transport in this Parliament, and part of my duties concerned traffic. In my innocence, and being subject very largely to advice from technical officers and senior departmental men, I thought that the great bulk, anyhow, of the traffic signs being introduced into Western Australia, and indeed into the Commonwealth of Australia, were conforming with an international code. I got the shock of my life to find that Australia has apparently somehow concocted a uniform scheme of its own—a mongrelised scheme—that is not in operation in any one of the countries I visited. Again, I wondered why.

We seem to have been obsessed with the need to put words on our traffic signs, "No Entry", and "One Way Street", and "Keep to the Left", and all this sort of thing. Also, we see "Walk", and "Don't Walk." In the other countries I visited, they have symbols which are easily identified. A two-year old child knows that a cow is a cow without being able to read; and that a house is a house, and so on. Whether one understands English or whether it is Hebrew, Chinese, Japanese, or Arabic, or anything else where the letters are entirely different, if there is a standardised sign, then people are readily able to appreciate and understand it.

Instead of the "No Entry" sign which we have, and which may mean free beer to a visitor from an Asiatic country, I saw a round sign painted red with a white bar across it. Now in every country to which I went that meant "No Entry". Why have we in this country decided that we shall go in for something different? It is confusing to Australians; they have to learn anew when they go abroad. And, of course, it is confusing to people who come here. I can give instance after instance of where this sort of thing occurs, and it seems to be wrong that we should do what we do.

We have officers who are extremely highly paid and who travel to other parts

of the world and receive documents and publications from other parts of the world. Why have they foisted this system on to us?

Perhaps I can give one more example concerning "Walk" and "Don't Walk" signs. In the majority of countries that I visited no such words appear. For "Don't Walk", the symbol was a man standing in a motionless position and, of course, the background was red. When it came to a pedestrian's turn, the light became green and there was a figure of an animated man obviously walking or running as the case may be.

I repeat, those are symbols for anybody to understand. But instead of that we seek to confuse the issue with the words that we use here. That leads me to the fact that it is necessary here, we say, for a person to have a knowledge of the English language before he can receive a driver's license. I left Australia with an international driver's license that would have entitled me to drive anywhere. I did not know one word of Swedish or Slav, yet I was permitted to drive in those countries.

From literature which I have seen, Italy alone expects to have no less than 30,000,000 visitors in a year, very many of them, of course, from neighbouring European countries; and most of those people would not know a word of Italian, yet they will be permitted to drive without this knowledge. Why is it necessary then for us to insist on some knowledge of the English language here? I can only surmise it is because we have done this ridiculous thing of forming our own traffic signs, which have to be read, instead of people being able to come here and find traffic signs with which they are thoroughly conversant.

Mr. Hawke: We have a lot of regulations to be read, too.

Mr. GRAHAM: The important thing with driving, of course, is to have absolute control over your vehicle. I do not think the knowledge of a language necessarily affects that directly.

So I come to another point. In Australia, for instance, when a vehicle has the steering on the left-hand side our traffic regulations insist that there should be the words, "Caution, left-hand drive" in letters of a certain size displayed on the vehicle. This is exceedingly interesting because, in addition to Australia, in India, England, Sweden, and several other places, vehicles are driven from the right-hand side. Yet these same vehicles are flashing backwards and forwards in their many thousands in the European capitals and countries, generally, and never wear any signs. Here we insist on this "Caution, left-hand drive" for some six months; and at the expiration of that period the owner of the vehicle is expected to spend anything from, I suppose, \$400 to \$700 to have

the steering of the vehicle changed from the left side of the car to the right side of the car.

I made inquiries as to whether this mix-up in the other countries—if you like—or the two types of driving caused any impediments. The answer was "No." I asked whether it caused any additional traffic accidents either directly or indirectly and again the answer was "No." It had never crossed anybody's mind.

In Italy for instance, I noticed that the standard—if that be the correct word—was that vehicles were driven from the left-hand side and, of course, travelled on the right-hand side; which is just the opposite to what applies in Australia. The passenger transport vehicles, generally speaking, had their steering on the right-hand side, which would be the left here, in the same circumstances. Commercial delivery wagons were driven from the opposite side to the conventional. I travelled in a taxi which was driven from the right-hand side because that suited the convenience of that taxi driver. He was allowed to license that taxi and there was no query other than from myself.

Because I was interested I asked, through my interpreter, why he had apparently departed from the norm. The driver replied that there were plenty of reasons, as there were with the commercial vehicles and the passenger vehicles. He said it was so much easier to drive on the right-hand side and to have the steering on the right-hand side of a vehicle, because one was able to pull right into the kerb—to the very inch—without trying to measure from the other side of the vehicle how far away one was from the kerb. Also, when one wanted to step out of the vehicle, one stepped on to the footpath instead of into the traffic. Also, if one wanted to get out to help a lady passenger in or out of the car, or to sort luggage, one was right at the footpath and not on the traffic side of the car.

In the matter of gaining instructions, changing money, or something of that nature, one is right beside the footpath and able to do business with the prospective or past client. The further this man went, the more he was convinced that this was the sensible and practical way of doing business. I repeat, this is so not only in respect of this vehicle which was a brand new taxi but, for the same reason, with delivery vehicles—that is, commercial trucks as well as the passenger transport vehicles; in other words, with the buses.

So again I ask, "what is wrong with us and our thinking here?" These people have demonstrated there is no disadvantage to be suffered—indeed, there are advantages to be gained. What has happened to our traffic advisers who have surely seen—or if they have not, they should be reprimanded accordingly—that

these things are going on and working satisfactorily in other parts of the world? Yet, we impose all sorts of restrictions and, obviously, burdens on those who bring vehicles into this country. It seems absurd, but there it is.

Incidentally, in connection with taxis, I found, particularly in Italy, that the vehicles are the very small ones—what we in this State would call a baby car. Of course, this would be a factor in keeping taxi fares lower. In addition, because these cars take up less parking space, more vehicles generally can fit on to the streets. Further, the cost of licensing, fuel, and everything else is less. In any event, that is how the people operate in the old city of Rome where I particularly looked at this matter.

I mentioned something in connection with drivers. Let me say, here and now, that I have not a very great estimation of the ability of the drivers in our country. Generally speaking, whilst in every country there are those who are negligent, reckless, and irresponsible, the motorists in the old world operate with far greater precision than the drivers in this country. I found that the drivers overseas had a proper appreciation of the width of their vehicles. They could estimate very accurately when they could pass, and they insinuated themselves through other traffic without any difficulty. On the contrary, here in Western Australia one needs approximately 25 yards of clearance space before one vehicle can pass another. Members have seen that occurring every day of their lives. Even if I have exaggerated somewhat when I say a distance of 25 yards, members will appreciate what I mean.

Of course, if the behaviour in those countries were as it is here, the roads would be physically incapable of accommodating all those vehicles which seek to use them.

Similarly, my impression was that traffic in the cities overseas travels faster than is the normal here in Perth, Western Australia. Also, the pedestrians have a greater sense of urgency. There seems to be a realisation on the part of pedestrians that a street which is provided for vehicular purposes is a dangerous place. For that reason, they hurry across the road with the minimum of delay and take every precaution during the course of their travel. To me, this approach was rather marked.

While speaking of car drivers and pedestrians, I would like to comment that in a number of countries, including France and Germany, the authorities have adopted a system of spot fines. I know what arguments have been advanced against a policeman, or an apprehender, enforcing this fine, but it works—and it saves a terrific amount of administrative expenses. Naturally enough, I am speaking of minor offences. This system obviates the neces-

sity of referring back to the office and it saves the despatch of documents to the offender.

After all, if I had been "dancing the Merry Widow waltz" across Hay Street as a pedestrian instead of taking the direct route, it is plain that I would be guilty. Therefore, if I had to pay a fine of one dollar and I received a receipt from the officer, justice would have been done. Furthermore, possibly very many dollars of the taxpayers' money would have been saved because all the lengthy details which apply at the present moment would not be necessary.

Mr. Hawke: Does that operate in Victoria?

Mr. GRAHAM: I could not say.

Mr. Craig: Yes, on-the-spot fines do operate in Victoria. When you say "minor offences" only, do the authorities overseas class speeding as a minor offence?

Mr. GRAHAM: I must confess I did not go into a great deal of detail with regard to their classification; I was more concerned with the principle. As members are well aware, nearly every time a person is apprehended for speeding, he denies that he was going at the rate that he is accused of doing. Who is right and who is wrong, I do not know.

Mr. Craig: They treat this as an on-the-spot fine?

Mr. GRAHAM: I know there is some controversy pertaining to this. However, there is no argument with regard to the lesser breaches. The individual has been responsible, and that is that.

I was interested to learn of the Government's proposal regarding the testing of vehicles for mechanical defects. I shall say more about this later on but, whilst there are differences where this applies in other countries, the procedure seems generally to be a two-year inspection for private vehicles and an annual inspection for commercial vehicles. One thing interested me and I should like to comment upon it. There is a disc fastened to the number plate which indicates both the year and the month when the next compulsory check is due. This, therefore, facilitates the work of the inspectors, or the authorities responsible.

Mr. Crommelin: Is that for cars of all ages?

Mr. GRAHAM: Yes, with the exception that approved makes of cars are regarded, and accepted, as being mechanically sound when they are new. Thereafter, however, it applies on that basis. There are a whole lot of particulars to be observed in the checking. Where it is not the Government's own checking station that does the work, special care is taken to see that there shall be no suggestion whatsoever of collusion between those who find the

faults and those who engage in the task and responsibility of effecting the repairs and adjustments. I think that is most important.

Members will appreciate that here in Western Australia, notwithstanding our traffic lights, on occasions there is a banking up of vehicles which causes traffic jams. The tendency overseas seems to be for additional regulatory lights which indicate the speed at which one would have to go in order to successfully negotiate the next set of traffic lights. The traffic lights themselves are operated on a time basis rather than on the actuating pads which we use here in Western Australia; and, when one goes through a set of lights, it is interesting to see the other set of lights on the same post change to show that one must go at 15 miles, 20 miles, or 30 miles an hour, as the case may be, in order to ensure that one gets to the next set of traffic lights in time. This, of course, has the effect of enabling a flow of traffic to go through perhaps a dozen sets of lights without there being a single stop.

This makes a tremendous difference to the traffic flow and is something which might be looked at here in Western Australia.

I know I am dodging from point to point but I am speaking just as these matters arise.

Mr. May: How did you find the courtesy on the roads in England?

Mr. GRAHAM: I found the courtesy something worthy of the name in London, notwithstanding that some of the old-timers complained that it is not like it used to be—that people were gruff, rude, and inconsiderate. However, I told them that in a couple of days in London I had seen more courtesy shown to pedestrians and other motorists than I would see in Australia over a period of 12 months.

Mr. May: Quite right.

Mr. GRAHAM: We have in this country, just as in other countries, speed limits for the general traffic, but other countries have a lower specification of speed limits for the very heavy vehicles. Consequently, the bigger and the heavier a vehicle is, the lower is the maximum speed at which it can lawfully proceed.

In two or three of the countries I visited all those vehicles which are subject to a speed restriction below the normal one applying, must have a disc attached to the rear of the vehicle signifying that it can travel at no more than 30 miles per hour if, for instance, it is a vehicle of a certain weight and size. Firstly, this has a psychological effect on the driver of that vehicle because he knows full well that such a disc is advertising to all and sundry that his speed is restricted to 30 miles an hour, and therefore, of course, there would be no possi-

bility of a traffic inspector missing him if he exceeded that speed.

Mr. Craig: Now they are expected to have the actual weight of the vehicle painted on the door.

Mr. GRAHAM: Yes, that is so; but anyone travelling in a queue of vehicles discovers that a disc is very obvious and easily identified.

I have mentioned to the Minister controlling traffic in this State that it seemed to me to be a little unreasonable that since the 1st July, 1960, we have required every vehicle being registered for the first time to be fitted with flashing lights to be used by the driver to indicate whether he intends to turn right or left. Despite this, we have no traffic regulation making it mandatory that a driver shall give a signal to indicate that he intends to turn to the left. There are many reasons why signals should be given by a driver to show whether he intends to turn right or left, including the fact that it does give some warning to drivers of vehicles approaching from the opposite direction and to those behind.

In several countries I visited the people I spoke to were surprised that we in Western Australia demurred about making such a requirement compulsory. Therefore, I suggest to the Minister that he should consult with his officers to introduce a regulation to make such signals compulsory. I know that the argument can be put forward that the flashing lights may be faulty, or that the driver may forget to switch them off, and that such and such could happen but, on the other hand, the same could happen with any type of signal, however given. However, it does not apply in other countries.

Mr. Craig: I have taken the matter up.

Mr. GRAHAM: In regard to "Stop" signs, I can say that in one hour's driving around Perth one would see more "Stop" signs than one would see in 2½ months' travelling around Europe.

Mr. Hawke: And some of them erected in crazy places!

Mr. GRAHAM: In European countries there is a greater disposition to grade the roads, and in respect of that point we can have some further discussion. On the matter of parking, we can be reasonably proud of the situation in Perth, notwithstanding the many faults that still exist. I was rather horrified to find in some of the beautiful European cities—in Paris for instance—lovely boulevards cluttered up with vehicles. Not only were they parked in the streets, but they were also to be found on the sidewalks and under shady trees. As a result, instead of these spots being breathing spaces and places of beauty, one found them cluttered up with vehicles which would be found even outside the doors of monuments of history

which had been standing for hundreds of years.

There are several reasons for this practice. In Paris, for example, it appears that the motorist is of the opinion he is being imposed upon if he is required to pay to park his vehicle, whether on or off the road. He considers he has done the fair thing by paying his vehicle license fee and his petrol tax and that he should not be called upon to pay any more. Of course, whilst he is not paying more for the parking of his vehicle, the people of Paris are paying dearly.

On reaching the city of Bonn, the capital of West Germany, I saw hundreds, or perhaps thousands, of vehicles parked on the footpath; and, depending on the length and breadth of the car, the pedestrians walking along these narrow streets had to find their way as best they could. So in Perth, although still insufficient, provision has been made for parking and, overall, a pretty fair job is being done.

Mr. Ross Hutchinson: What is the price of petrol in those two countries?

Mr. GRAHAM: I could not say, because I was not driving my own car.

Mr. Williams: You were not paying for the petrol!

Mr. Ross Hutchinson: In those cities I believe the motorist pays a fantastic price for petrol.

Mr. GRAHAM: That could be so, but a day of reckoning must come. A situation such as that which I have outlined cannot be allowed to continue and grow worse. Most of the open spaces, not only in the street, but also in other parts, have disappeared and something must be done about it eventually. In Perth, of course, we place a great deal of emphasis on multi-storey car parks and car parks off-street; and here I agree, perhaps, with the qualification that inside the city there should not be facilities for all-day parking, but rather short-term parking to cater for the person who wishes to do some shopping or perform some business. However, the most important point about parking is the great stream of traffic that enters the city in the morning and leaves the city at night, with thousands of vehicles all being on the road at the same time. Of course, the road capacity cannot meet the situation, apart altogether from the general dislocation of traffic in the heart of the city itself.

However, for the purpose of these few remarks, I am more interested in the parking on the sides of streets. In Perth we put our faith in parking meters, which practice has now been extended to the City of Fremantle. In Paris, and indeed in other large European capitals, the authorities do not use the clumsy system that we use in Perth; namely, well-trained, highly-appointed officers being seen in the position of bending down to place a yellow mark

on the tyres of vehicles, which practice, of course, is often nullified by the fact that a motorist is watching from a window and, after the wheel of his vehicle has been marked, he will take the opportunity to erase the mark, or push the vehicle a few feet further along so that the mark will not be seen.

In the European capital cities a little device known as a card recorder is used. I have a number of them before me at present. On the driver of a vehicle arriving at his parking place between 9.30 and 10 a.m., he uses the card to signify his time of arrival, and that his time of departure will be 11 a.m. I know that this system lends itself to cheating by those who feel so disposed in exactly the same way as with the other system which we use in Perth. However, if the time is actually 9.20 a.m., and the card on the vehicle shows the time of arrival at between 9.30 and 10 a.m., the penalty for such an offence is particularly severe, because of the deliberate act of dishonesty.

This self-recording device is placed up against the windscreen inside the car. It is in one's own interests, of course, to ensure that the car windows and the doors are locked so that no-one can tamper with it. These cards are issued by tyre companies and by oil companies, and therefore they cost the Government nothing. It is a system used to regulate parking which has more dignity and is more efficient than the system which operates in Perth at present. I would mention at this point that these cards can be demonstrated to any member who is interested in them.

There is another system which I learned when I was in Sweden. A charge is made so that this system can be implemented, but again, without those in authority having to embark on the expense of installing parking meters, together with their unsightliness; their maintenance; and the expense of collecting the coins inserted in them. The Swedish system is worked by means of a green sheet of paper which has perforation marks on it dividing the paper up into several squares, so that they can be pushed out at one's convenience. A motorist buys sheets, with each square costing 3d., 6d. or 1s., from various agents. He uses the sheet by merely pushing out, say, the month of July, and the 17th day at the hour of 11.15 a.m. and places this small square piece of paper behind the window of his car. If he has allowed for only a one-hour parking period and he exceeds this time, the motorist then, of course, suffers the displeasure of the law.

It might be mentioned that Stockholm was one of the first cities in Europe to introduce parking meters as we know them, but at this moment it is seriously considering their removal and, in their stead, the use of systems which I have already outlined. I suggest therefore that we might have a look at them in the in-

terests of economy, aesthetics and of other essentials.

I was interested in the various countries in what we call freeways; which in Britain are called motorways, in France auto routes, in Germany autobahns, in Italy autostrada, and so on. These are the main arterial roads. Again it appears that Western Australia is in a compartment of its own.

Mr. May: Change the Government.

Mr. GRAHAM: The general formula of these high-speed roadways—and in the majority of cases there is no speed limit on them whatever—is for them to be as straight as possible, and as level as possible, irrespective of the natural features along the route. So it was found that there were a terrific number of high bridges on one hand; and, on the other, there were cuttings and tunnels to allow these roads to proceed—or I should say the motorists upon them to proceed—with the utmost expedition.

Above all else, these roads were designed—and I have plans here showing this—for the purpose of missing cities and townships; places where people congregate. The old road was left, and I am now thinking particularly of Italy, where one could proceed from village to village. Some of the streets are very narrow, and in some two cars would find difficulty in passing. One could travel from one point to another by the old road or one could travel on the autostrada by paying a fee of 10s. or 15s. But instead of taking 10 hours from point A to point B the journey could be done in a couple or three hours without any holdups whatever. Because they were so popular with the private motorists, and with the drivers of commercial vehicles, these roads of two or three laneways in each direction were reasonably well filled at all hours of the day and night, and they certainly justified their construction.

But here, we find that our Main Roads Department is adjusting the routes that the roads are taking, and is upgrading those roads, but they are still heading directly for the middle of the townships. I do not care whether the township is Northam, Pinjarra, or any other.

That seems to be the accepted thing here. These roadways should be built to miss the places I have mentioned, because they are routes for the high-speed long-distance traveller who has no business in the centre of the main shopping street of the community. He is a hazard to everybody, and he has no right to be there. But he has no alternative.

Somewhat similarly our authorities here seem intent on building bends and curves and wriggles in our roads, instead of taking the most direct approach. Why this is so, I know not, because as we all know the Main Roads Department has a terrific sum of money made available to it

each year. I know it also has responsibilities, but it has a terrific sum of money available to it. It is not loan money; it is money which is a grant; there is nothing to be repaid, and no interest to be paid on it. Whether a section of road costs £2,000, £20,000, or £200,000, it does not affect that department in any way whatever. Yet we are perpetuating roads which are completely out of tune with what is being done in other parts of the world.

I think it is time we settled down to the job of constructing freeways—or motorways, as they are called in Great Britain—that conform to the international pattern. This of course brings me to what we, quite unwittingly perhaps, but on the advice of experts, have done here in Perth.

We are constructing a mighty freeway which will run virtually through the heart of our capital city. I say that because the city limits, one might say, would be from Thomas Street in the west down to the cricket ground and the Causeway in the east. Here we have this tremendous motorway straddling our city, when the object and purpose should have been for major ring roads to be constructed on the outside; and not only on the outside of the main business centre, but, if possible, outside the city, even with its straggling nature as we know it now.

In the course of travelling from one place in Italy to another—and I use this as an example because I did more road travel there than anywhere else—I went near some very important cities, but invariably I found I was two, three or five miles from them. The roads were designed to bypass these cities, and there were under and over cloverleaf arrangements to enable the motorist to go to these cities or to get onto the autostrada to continue on his way.

At this point I would like to say that in Italy I travelled through no fewer than 50 tunnels. I travelled under the Clyde River in Scotland, and under the Seine in Paris. I repeat there were no fewer than 50 tunnels, some 50 yards long and some half a mile long. A road tunnel between France and Italy has been recently opened and that, I understand, is more than seven miles long. There is also one planned between Britain and France, underneath the English Channel, which will be about 20 miles long.

Yet here we have the site of Parliament House, which is approached by one of the broadest and finest of the city streets, namely St. George's Terrace; here we have no rock or granite to be blasted; no problems of clay, loam, moisture, or the other difficulties which are suffered in Europe—we have loose yellow sand to contend with—and we propose there should be at the end of St. George's Terrace, and at the front of Parliament House, a vast yawning chasm—as we were told this afternoon—33 feet deep, 55 yards wide at the base, and 100 yards wide at the surface, with six

lanes of traffic carrying trucks, buses, motorcars and motor bikes backwards and forwards in ever-increasing numbers. This we are to have at the very door of Parliament House.

If roadway tunnels can be constructed in other parts of the world surely we can do likewise in the interests of the aesthetics of our capital city, whether it is to cost this amount or that amount. Surely aesthetics have a place in the scheme of things. Having in mind the work that is being done in these other places I have mentioned, I have my doubts as to the figures supplied by the Minister to the Deputy Leader of the Opposition.

In conclusion—and there are no party politics in this whatever—I ask, I beg, I pray that the Government—and it will have an opportunity to discuss a motion shortly—will give the most earnest consideration to this matter based on what other countries have done, and based on what I regard as sheer necessity for the State of Western Australia.

I thank members for their indulgence, I have, of necessity, sketchily traced a few points pertaining to traffic and traffic matters generally; but I hope and trust as the session proceeds it will be possible for me to give particular emphasis to matters not only related to traffic, but also to those connected with housing, and youth welfare.

MR. GAYFER (Avon) [8.40 p.m.]: At the outset I want to congratulate the previous speaker on the contribution he made to this debate. Whilst all the points he covered will not be agreed to by all of us, I do appreciate the interesting trip he took us on, through Europe, and the portrayal of the points of interest during that tour. It was most enjoyable.

I would also like to join with other speakers in paying a tribute to Mr. Fred Islip, in his absence, on his retirement as Clerk of the Assembly. I was one of the many new members who had been given a certain amount of encouragement by him, and I thank him for the many courtesies he extended to me.

I take this opportunity to thank the Government for organising the recent tour of the north-west by members of Parliament. Like other speakers, I shall not dwell on any particular part of the trip; I only wish to say that in the two years since I was up there last on a similar tour I noticed a gigantic transformation of the area. As one observer, the member for Bayswater said, it definitely shows that Western Australia is taking a leap forward.

It seems apparent from the gigantic industries that are going on in the north-west that the place of Western Australia in the field of secondary industries in Australia is assured for many years to come. Therefore, as a southerner who is particularly interested in agricultural expansion, I am pleased to see the develop-

ment that is going on in the north-west—I hope what I will say shortly will show this—came about because of, and not in spite of, the expansion that is going on in the southern areas. No doubt we want both to progress together.

In the agricultural areas the net value of rural production in Western Australia rose by 62 per cent. in the last decade, while in other States it has gone up by 48 per cent. In the same period the volume of wool production increased by 60 per cent. in Western Australia, and by 37 per cent. in the other States. In regard to wheat production, Western Australia last year planted 6,000,000 acres, which was the largest area ever cropped by a single State. This year we have some 7,250,000 acres under wheat, but at this stage I doubt whether the yield will be as good as that of last year.

The cattle numbers in Western Australia have gone up by 46 per cent., while in the other States they have increased by 17 per cent. The volume of beef and veal production in Western Australia has risen by 53 per cent., and in the other States by 39 per cent. The area sown to grass and clover in Western Australia increased by 120 per cent., and in other States by 72 per cent.

I read out those figures for certain reasons. I now turn to a subject which I have hammered for a long time in this House; that is, the extension of the comprehensive water scheme. The figures which I have just quoted will make members realise that our agricultural outturn is as great as that of some of the other States of the Commonwealth. At the present time New South Wales and Queensland are severely handicapped by the recent drought. The intense stocking in those States has been reduced to a fraction of the numbers that were carried formerly in those areas. I give warning that this could happen to Western Australia at any time. We do not seem to take any notice of these catastrophes. Most of us here say it is bad luck for those in the east. Let us not forget a drought occurred in Western Australia in 1914, but since then we have been lucky. At present we rely to a large extent on our agricultural industry, but unfortunately safeguards against droughts are not being taken in line with the general expansion in the agricultural fields.

In this country water is the lifeblood of our industry. In 1946 a plan was introduced to establish a comprehensive water scheme to supply a large part of the central agricultural areas of Western Australia. It was reduced in size, and finally a certain portion within the original boundary was brought into being.

In 1963 a further submission was made to the Commonwealth Government for assistance for an expansion of the comprehensive agricultural areas water scheme.

The Commonwealth Government sent over an investigation team to ascertain whether the facts and figures put up by the Minister for Agriculture and the others concerned in the matter were sufficient to warrant an expenditure by the Commonwealth in Western Australia on the extension of country water supplies.

As a consequence the Western Australian South-West Region Water Scheme Act of 1965 was brought into being. In this Act the Commonwealth Government undertook to lend £5,250,000, provided Western Australia matched that loan with £5,250,000. We then proceeded with the implementation of a £10,500,000 scheme to cover certain areas of this State over the next seven years. The repayments of the £5,250,000 were to commence 10 years after the start of the scheme, and the total repayments were to be completed 15 years after the commencement of the scheme.

Unfortunately this scheme covered many of the points of the original comprehensive scheme, and, in fact, did extend the comprehensive scheme into some areas which were not originally envisaged in it, but it left out a large section of the oldest parts of the wheatbelt in Western Australia. I refer to areas around York, Greenhills, Brookton, Pingelly, Beverley, Corrigin, parts of Bruce Rock, and parts of Quairading. All of these are valuable areas in their contribution to the economy of the State, especially in respect of the figures I read out earlier. No new land development is taking place in those districts, and the increase in output is due to the consolidation of the land that was cleared through the years.

Unfortunately it is only possible to go so far with the present water supplies there. The water is salty and virtually useless. Dams can be sunk to a certain depth, but the farmers cannot harness the water for use in the future, because the creeks are fast becoming salty, and the water from them is not of much use. I live in this area. To prove the point I asked for a hydrological survey of my property to be made. I might add that I have put down 75 bore holes on my property in an attempt to look for water and at 75 feet salt water was found. It says in this survey—

Creeks on Mr. Gayfer's property are still fresh, but as they pass on to the adjoining properties to the westward, rapidly become saline and many of the original excavated earth tanks are now salt and useless.

This salting of the bottom lands is a serious problem, as the local groundwaters are very unreliable. The salting has greatly increased after the three recent years of more than average rainfall, which was predictable, and it is quite possible that it will in time also affect Mr. Gayfer's property.

This hydrological report, made at my request to ascertain if there was any further place on my property I could go to in order to get an assured water supply, is very interesting inasmuch as I am up in the hills behind the Avon Valley—behind this area that has been left out of the extensions of the comprehensive water scheme.

I am not going into any of the reasons why it was left out, as at the present time that does not matter one iota to me, but I am concerned that our water position is becoming serious. If we had the slightest semblance of drought there, Western Australia's Avon Valley would suffer to a degree that a lot of us do not even realise. We would be selling the stock from our properties as people are doing in New South Wales, in Queensland, and in parts of Victoria.

I admit there is a scheme at the present time involving an expenditure of £10,000,000 over seven years; and this is what the Minister for Works had to say to me in a letter dated the 11th August, 1966—

It is impracticable to give an undertaking and at this juncture the most that can be said is that the present Government's planning provides for the reticulation of the Greenhills area immediately following the completion of the present scheme which will be in 1972 if finance can be provided to the extent scheduled in the 1963 submission.

I maintain this Government should make out a strong case regarding the areas it has already envisaged for the next developmental stage, to take place after the seven-year plan. It should make earnest representation to the Federal authorities so that a new plan can be implemented to run parallel with the present plan, because, if the figures of the last 10-year expansion are true, by the time another plan comes in to service the rich Avon Valley, we will be 20 years further into our history, and I maintain something must be done to bring security at least in water supplies.

Mr. Davies: Is there virgin land in the areas?

Mr. GAYFER: None in the shires I have mentioned, and there has been none for years.

Mr. Davies: That is the reason for the saltiness.

Mr. GAYFER: There are a lot of reasons for the saltiness. The salt is in the water under the land and in the creeks one tries to harness. To complete the scheme which the Government envisages, by the expenditure of £10,000,000 over the next seven years, will, in my opinion, be virtually impossible because of the recent rise in costs. I cannot see that the Government will accomplish what it wants to do because of rising costs over recent months.

The first modified scheme introduced into Western Australia was estimated to cost £4,250,000 and by the time it was finished it cost the State £10,000,000; again, because of increased costs. So if representation is not made to the Commonwealth as a matter of urgency in order to do something for the water supplies of our agricultural areas, I am afraid it will be too late in 1971 or 1972 to make fresh overtures.

Recently I asked some questions of the Minister for Agriculture, again in respect of water, dealing with the case of the York market gardeners. The question reads as follows:—

Has the proposed survey by a geologist been carried out as yet to ascertain if there is any underground water suitable for use by market gardeners in the York district?

On the 4th August the Minister gave me the following reply:—

Within the next two or three months . . .

I put the same question to the Minister on the 23rd November, 1965, and I was told, "This survey will be carried out when a suitable officer is available, probably early in the new year." Again, on the 4th May, I was told that Dr. Berliatt or Mr. O'Driscoll would go to York as soon as practicable. I am now told the survey will be made within the next two or three months. I had hoped it would be before the next summer that a survey would be made of this district to see whether or not any underground water exists for use by the market gardeners in York. However, if it takes place in two or three months' time, my fears may be well founded as it will be a little too late.

Another item I wish to bring before the House is the matter of teachers' housing in country areas.

Mr. Davies: Hear, hear!

Mr. GAYFER: Throughout my electorate there is almost bewilderment as to what is going to happen in the future to single teachers in the towns. This is not uncommon to my electorate. In a letter I have received from the State Housing Commission, it is admitted that this is, in fact, common to most country towns. In Quairading three young lady teachers will have to vacate on the 2nd September the house they are renting on a farm adjacent to the town. There is no other place to which they can go. They have been offered a mud brick house 15 miles out on the Cunderdin Road.

If they accept this accommodation it will mean they will have to provide themselves with a motorcar in order to go to and from work. They will be more or less marooned out there and not able to enter into complete school life or take part in community activities, as teachers do. They will be stuck 15 miles out of town.

I, for one, have advised them that I do not consider they should go there.

Mr. Hawke: They would be closer to Cunderdin.

Mr. GAYFER: Not quite.

Mr. Hawke: Nearly as close.

Mr. GAYFER: Yes, just over the border. They would be virtually in Cunderdin. This problem is very real, and what are we going to do about it? Does a member of Parliament, in order to satisfy the cries of his constituents, have to build accommodation? No; that is out of the question. If the Government cannot do it, or the Government Employees' Housing Authority cannot do it—its funds are committed until 1967 and we must remember it did build 17 units in the country last year—

Mr. Norton: Really?

Mr. GAYFER: —who is going to do it? What are we going to do? If we have nowhere for the teachers to live, are our children expected to go without an education? Do we have to go back to the old-fashioned system of the parents of the pupils boarding the teachers? Or are the shires going to be expected to provide accommodation?

I asked a few questions on this matter recently in order to ascertain whether the Education Department would guarantee the rental of homes or single teachers' accommodation if the shires were to construct them? That is the first question a shire would ask. If it were to provide accommodation for single persons it would want to be assured that it would receive enough back each year to amortise the loan.

Unfortunately I could not gain any concrete guarantee that this would be the position. I was told that every case would be considered on its merits. However, it looks as if that is the only way we will be able to satisfy the housing demands of teachers. Fortunately, or unfortunately, the teachers of today expect a little bit better accommodation than was provided in years gone by. Actually, I do not blame them.

I know also that the backlog of housing for Government employees was caused by a certain amount of friction between the union and the department on the standard of accommodation to be erected and the amount of rental to be paid. However, I understand that these points have been resolved and that now the Government Employees' Housing Authority is moving ahead and trying to catch up the backlog. But that backlog is going to be almost impossible to overcome in time to keep up with the expansion in the country areas and the growing need for more teachers.

Three years ago the Education Department alone needed £2,000,000 to satisfy its building demands and the repairs to the buildings it owned. That amount is about

the whole of the education building grant for one year.

The teachers in the country areas are not, unfortunately, a very happy lot. They will be forced to live at hotels, and they are very expensive these days and are just about out of the range of members of Parliament, let alone school teachers. I am rather sympathetic with these teachers and I am most interested to find out what we can do to help them. If the shire councils will borrow money to erect accommodation then it is only fair that the rental for that accommodation should be guaranteed, although I am not advocating that the shire councils should do this.

If I remember correctly, the Minister for Housing at the conference of the country shire councils of Western Australia, said, in effect, that industries in country towns should bear the burden of erecting accommodation for their employees. If this is the case with local industries, the same must apply to Government industries. Therefore, on behalf of the teachers in the country areas, on behalf of the shires, and on behalf of the parents who are worried about the future of their children's education, I make a very strong plea that if this position cannot be rectified quickly throughout the State—and I am told by the Government Employees' Housing Authority that the problem is State-wide—then at least the position and claims of those in the electorate of Avon, and particularly in the towns of Brookton, Beverley, Lake Yealering, Corrigin, and Quairading, should be investigated.

Whilst I am on the subject of housing I will make mention of the residence of the headmaster of the junior high school in Quairading. He lives in the best of the three houses available for teachers. This was painted some two years ago when £1,600 was spent on giving it a partial uplift. If the present headmaster follows in the footsteps of Mr. Moir, the previous headmaster, he could become the headmaster of the senior high school at Northam. It was only three years ago that Mr. Moir was transferred and before that he was living in this very house.

It has no hot water system; no gas stove in the kitchen; the kitchen floor is not level and has no tiles; a complete new back step is required or a concrete apron supplied for the present step; it requires repairs and improvements to the lounge fireplace; new asbestos sheeting is necessary on the toilet wall; and a hole must be repaired in the bathroom wall. In addition to this, an unused tank should be removed because it continues to flood the driveway.

Mr. Norton: On what was the £1,600 spent?

Mr. GAYFER: It was painted. Gravel is also required for the driveway as the water remains there in winter; new ventilation is necessary as the present wire only

encourages draughts; it requires a shower recess or an enlargement of the bathroom and the provision of a cupboard in the bedroom; it also requires blinds. The list of requirements is never ending.

Mr. May: In fact, a new house is wanted.

Mr. GAYFER: That is precisely what is wanted. However, the Government Employees' Housing Authority will not give us any definite information in respect of this house.

Shortly the present doctor's brick residence and detached surgery will become available for sale by the shire council, which is erecting a new residence for the doctor, closer to the hospital. The present residence would make an ideal home for the teachers. The doctor's residence would be a suitable home for a married teacher or headmaster, and the detached portion, consisting of the surgery and rooms, complete with toilet, would, with minor additions, provide living accommodation for two or three other teachers.

Unfortunately, however, the Government Employees' Housing Authority does not believe in buying secondhand premises. It prefers to construct new homes; and, perhaps, there is a great deal of wisdom in that policy normally. But these premises would solve the problems in Quairading, and the residence is immediately opposite the school gates. This seems to me to be a logical solution which should be investigated at least by an officer of the authority.

As I have already explained, on the 2nd September, three female teachers at the Quairading School will have no accommodation. I have approached the Minister and have asked what is going to happen at that stage. Is it the Government's desire that that school should be without teachers? Will that happen in other country towns as more and more teachers are appointed, or will the shires themselves have to rally quickly to erect accommodation to carry the Government staff within their towns? This may be all right, and it may follow as in America that the shires eventually build the school and carry on and do greater things; I would not know.

Another item which seems to be progressing rather slowly in my particular electorate is the extension of electricity schemes by the S.E.C. I read recently where the Minister for Electricity said that 800 farms had been connected with electricity in the last 12 months, and it was hoped that 1,000 farms would be connected in the next 12 months. These figures, to me, are very good and show that a great deal of progress is being made. We know that the Muja power house is being completed, and more power is being provided for the construction at Kwinana.

However, it would appear that one of the main obstacles now, surmising that there is sufficient power, is that the Gov-

ernment could be faced with a lack of finance. I feel that if the Government continues to connect more farms year by year under group systems which pay a total amount for a particular system, and expect only one-thirtieth of the expenditure back each year for 30 years, then no real contribution can be made to the finances of the State as far as State electricity expansion is concerned.

It is my firm belief that if the commission is going to connect an area to the electricity scheme—a rural area—under the farmers contributory scheme, there should be an inducement, not to the exclusion of anybody who cannot afford it, for the farmer to pay cash. It could be in the form of a promissory note and it would attract more cash to the S.E.C. I feel sure there are several farmers who would sooner pay cash in a lump sum, with a discount, than pay only a portion each year for 30 years and have a *caveat* over the farm.

I think if this was investigated and brought into operation it would be the means of having more money available for more expansion, and hence would speed up the coverage of the agricultural areas.

Mr. May: You know what the latest profit was for last year, don't you?

Mr. GAYFER: There are two further matters I would like to deal with, and the first is the tertiary education set-up. We all know that the tertiary education council has been approved by the Premier and is finally coming into being. I understand it will be investigating the establishment of future universities in Western Australia. I understand the council will try to ascertain when, where, or whether new universities will be ultimately built; or whether, in fact, we will have university colleges situated at various places throughout the State.

I make my plea that if university colleges are to be considered, York would make an ideal setting. It is an ideal country town in which to have a wing of the University. The idea is not as silly as it may sound to some people, because York is only 60 miles from the city, and not 116 miles as is the case with my friend from Bunbury; nor 250 miles, as is the case with my friend from Albany. There could be a much faster changeover of faculty teachers or faculty lecturers in the case of York, than with other places.

I know I have an assurance from the Premier that York will be considered in any investigation into possible locations of university colleges. If there is going to be a university college, or a college of agriculture dealing with all facets of agriculture, I do not see that there can be any better place than York, which is only 60 miles from the city.

I would like now to deal with some questions that I asked the Minister for

Works on the 3rd August. I asked the Minister the following question:—

Certain figures are placed on signs along the Great Eastern Highway and I notice the figure 94 crops up at regular intervals. Can the Minister for Works advise whether that figure denotes the maximum or minimum speed allowable?

The following is the Minister's reply:—

In reply to the member for Avon, this sign denotes route 94. Relevant publicity was given to this matter; and all major highways will be given a number in accordance with a decision by all States of the Commonwealth that main routes should be numbered.

I then asked the Minister for Works—

Further to my previous question, if this is necessary why then was the wording "route" not put above the figure 94 to keep it separate from speed indication signs which are also along the road

This is the Minister's reply:

In reply to the honourable member, one expects that the brains which we were given should be used sometimes.

That was a very interesting and enlightening answer. It so happened that these questions were the result of questions asked of me by many shire councils' and farmers' union associations within my electorate. I circulated those questions among 27 organisations.

Mr. Toms: And the answers, too?

Mr. GAYFER: And the answers. I did this mainly because I consider the point was somewhat missed. In spite of what the member for Balcatta said about everybody knowing what signs mean, and that we should not use sign language or too many words on signs, I do not think that is exactly right. Even if there was an indication of what "94" may mean on a sign, it might mean nothing to the un-enlightened. For instance, what is going to happen when one is travelling on a road at 35 miles per hour and the "Route 65" sign suddenly rears its head? Admittedly, the signs are of different colours, but at night-time the colours could be somewhat misleading.

What would be wrong with the signs "94" or "65" or "35" having an "H" or "R" or some other type of designation to show exactly what they signified? Why, also, cannot the route sign be attached to the same pole as the speed-limit sign, instead of wasting miles and miles of new galvanised piping on every highway?

Mr. Hawke: Now the honourable member is talking sense.

Mr. GAYFER: Where we have an existing sign showing the speed limit to be 35, another sign could be bolted to the pole showing "Route 94." Would not that be more simple? All that needs to be done is

to drill two holes in the existing pole and attach the new sign. Instead of one's eyes being distracted all over the place—and the Road Safety Council tell me that one's eyes should not be distracted by too many signs at the side of the road—both the signs would be taken in at the one time. Into the bargain, it would save the Government quite an amount of money which would be spent in erecting the new signs throughout the length and breadth of the country.

It was for those reasons that I asked the questions. I was very surprised to receive the reply that one expects that the brains which we were given should be used sometimes. Every shire council has what is called a "yellow book." The yellow book is a fairly large book and is about 1½ in. thick. It is completely made up of different signs and what they mean. I would think that it will not be very long before we will have to keep a copy of this book on the seat alongside us in our motorcars, and as we drive along we will have to refer to the book to see what is meant by signs such as "94" or "65".

My question was a very simple one, and therefore, I was rather surprised that I should be replied to in such a way, especially by a Minister of the Crown.

Opposition Members: Hear, hear!

Debate adjourned, on motion by Mr. May.

House adjourned at 9.20 p.m.

Legislative Council

Wednesday, the 17th August, 1966

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

SUPPLY BILL

Assent

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

QUESTIONS (7): ON NOTICE

1. This question was postponed.

BENTLEY HIGH SCHOOL

Additional Classrooms

2. The Hon. J. DOLAN asked the Minister for Mines:

- (1) What stage has been reached in the proposed construction of four classrooms at Bentley High School?
- (2) Can it be anticipated that these rooms will be ready for use at the beginning of the 1967 school year?

The Hon. A. F. GRIFFITH replied:

- (1) Working drawings have been completed and specifications are now being prepared, following which tenders will be called.
- (2) Yes.

SOCCER MATCH

Stoning of Referee: Police Action

3. The Hon. C. E. GRIFFITHS asked the Minister for Mines:

In view of the alleged stoning of the car in which soccer referee, Denis Legge, was travelling after the match between East Fremantle-Tricolore and Windmills on Saturday, the 13th August, 1966, would the Minister advise—

- (1) How many policemen were on duty at this match?
- (2) Were they still on duty when the alleged stoning took place?
- (3) If so, were any of the culprits apprehended?
- (4) If the answer to (3) is "Yes", what action is being taken against the offenders?
- (5) If the answer to (3) is "No", why not?

The Hon. A. F. GRIFFITH replied:

- (1) One sergeant and three constables.
- (2) to (5) Police reports indicate that the account of stone throwing was very much exaggerated.

Prior to the completion of the match, a group of approximately 100 spectators went on to the ground. These were cleared by the police without incident.

At the completion of the match a group gathered at the dressing rooms and were somewhat hostile. The referee was escorted to his car by police and officials and left without interference.