

by not giving information to the public which leads them to the point where they think they can invest their socks in the hope that they will get much more back.

Under the Petroleum Act these companies are bound to give the department all the geophysical and geological information it asks for. A lot of this is highly technical data and I do not profess to understand it. However, I do try to understand the rudimentary things, as it is my job to try to promote the search for oil by giving the particulars to people with the money and the willingness to come to Western Australia to see whether they can find oil here. What a wonderful thing it would be if oil were to be found in Western Australia!

This State is rich in many things. Therefore the statements made regarding our progress are not merely flamboyant ones; they are statements to the effect that Western Australia, by anybody's standards, is on the march. When one goes to the Eastern States today, and when one reads some of the world's financial papers, one finds that Western Australia has a better place in the scheme of things than it has had for a long time.

I did not make a statement like that to give the impression that the Brand Government did certain things in comparison with what was done in 1958. Be that as it may, I merely say that Western Australia has a much better place in the scheme of things than it has ever had. We have found that the State has many natural resources—particularly minerals—and this will help us develop along the lines we wish.

One could go on talking about this sort of thing for a long time, but it is not my intention to do so this evening. I am grateful that the House has allowed the Supply Bill to go through this afternoon. Without making any particular reference to an occurrence in about three weeks' time—something happens in the first week in September—I wish to state that I am anxious to fulfil that arrangement once again; and I feel sure that with the continued co-operation which members of this House give to Ministers in regard to the debates on legislation, we will, no doubt, have a pleasant session.

Question put and passed.

Bill read a second time.

*In Committee, etc.*

Bill passed through Committee without debate, reported without amendment, and the report adopted.

*Third Reading*

Bill read a third time, on motion by The Hon. A. F. Griffith (Minister for Mines), and passed.

*House adjourned at 6.4 p.m.*

## Legislative Assembly

Thursday, the 2nd August, 1962

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

## QUESTIONS ON NOTICE

## WATER SUPPLIES

*Excess Consumption Accounts*

1. Mr. D. G. MAY asked the Minister for Water Supplies:

(1) Following the issue of excess water accounts by the Water Supply Department for 1960-61 and 1961-62 will he kindly supply the following information for each period—

- revenue return from excess;
- number of requests received for meter tests;
- revenue derived from meter tests;
- number of meters requiring replacement or repairs;
- number of letters received complaining of excess charges;
- number of letters received requesting consideration to payment of indebtedness by reasonable instalments?

(2) Is it not a fact that the consumption registered for 1961-62 is abnormal by comparison with previous years?

(3) If the answer to No. (2) is "Yes," can he explain this irregularity?

Mr. WILD replied:

- 1960-61: £255,514 domestic excess.  
1961-62: £484,979 domestic excess.
  - 1960-61: 592.  
1961-62: 873.
  - No revenue is derived from meters tests.
  - 1960-61: 31,148.  
1961-62: 34,645.
  - 1960-61: 2,854 complaints (all sources).  
1961-62: 2,953 complaints (all sources).

(f) 1960-61: 4,332 arrangements to pay.

1961-62: 6,212 arrangements to pay.

These figures include payments by instalments and deferments to specific dates, etc. of rates and excess water charges. Separate records are not kept.

(2) The consumption for 1961-62 is not abnormal.

(3) —

## MADDINGTON AREA

*Suitability for Industrial Development*

2. Mr. D. G. MAY asked the Minister for Industrial Development:

In view of the excellent facilities available adjacent to the Maddington railway station, will he kindly indicate whether any endeavours have been made by his department to obtain suitable industries for this area?

Mr. COURT replied:

Yes, and these endeavours are still proceeding.

Presumably the honourable member is referring mainly to the former Canning Park racecourse which is now held for industrial purposes.

The main emphasis in approaches to date has been to try to develop this area as an industrial asset so that a group of industries, which could be of assistance to one another, is established in an orderly way on this area, following a pattern that has been very successfully developed overseas.

We are prepared to entertain a proposition for the establishment of one or more large industries in the area, but we feel that a proposition which would be better for the district would be the industrial estate type of development.

If we are unsuccessful in our efforts to attract this type of development, other methods will be considered.

At the present time the area is being expertly examined to determine the extent of any drainage or other engineering difficulties involved.

On the 27th June, 1962, an undertaking was given not to release the area for a period of three months for other purposes until a company had an opportunity to submit a firm proposal from a group of companies.

### WATER SUPPLIES

#### *Quota Increase and Excess Charges Reduction*

3. Mr. BRADY asked the Minister for Water Supplies:
- (1) Does he anticipate any increase in the quantity of water allowed to domestic consumers in the metropolitan area during the next financial year?
  - (2) Does he anticipate any reduction in the excess water charges during the next financial year?

#### *Midland-Swan Area: Improvements in Supplies*

- (3) Does he anticipate improving the over-all supply in water and improved pressures in the Midland-Swan area during the next financial year?

Mr. WILD replied:

- (1) and (2) The determination of rates, charges, and water rebates for the ensuing year is governed by estimates of financial requirements, which cannot be anticipated until late in the current financial year.
- (3) A continuation of the 18-inch main from Morrison Street along Sayers and Margaret Streets to Great Northern Highway is programmed for the current financial year, and further progress in the construction of this main is anticipated in the next financial year. Such work will improve supplies in the area generally.

### EAST GUILDFORD-MIDLAND ROAD

#### *Median Strip*

4. Mr. BRADY asked the Minister for Works:
- (1) Has he received any complaints from the Midland Municipal Council regarding the median strip being set in the main road between East Guildford and Midland?
  - (2) Does he intend to take any action in regard to the matter?
  - (3) What benefit is supposed to be gained by median strips in the area referred to?

Mr. WILD replied:

- (1) No. The median strip being constructed in Great Eastern Highway is in the Swan-Guildford Shire Council area. It is not proposed to extend the median strip into the Midland Town Council area.
- (2) and (3) Answered by No. (1).

### HOUSING IN SWAN ELECTORATE

#### *Applications for and Location of Homes*

5. Mr. BRADY asked the Minister representing the Minister for Housing:
- (1) What number of applicants in the Swan electorate are waiting for houses?
  - (2) In what areas of the Swan electorate are houses being built?
  - (3) Is he aware local land and estate agents are being constantly sought for rental homes?
  - (4) Will he step up the building programme of rental homes to meet the existing situation?

Mr. ROSS HUTCHINSON replied:

- (1) Fifty-six applicants, including wastage. Annual vacancy rate—50 houses per annum.
- (2) Eden Hill.
- (3) The commission is aware of the number of applications before it from eligible people and can only deal with these.
- (4) The building programme has already been stepped up at Eden Hill and it is considered the vacancy rate of the other areas is adequate to meet present needs.

### MIDDLE SWAN GENERAL HOSPITAL

#### *Completion Date, Number of Beds, and Staff Housing*

6. Mr. BRADY asked the Minister for Health:
- (1) When is the general hospital at Middle Swan listed for completion?
  - (2) What number of beds are to be catered for?
  - (3) Is any provision being made for housing for staff other than nurses and assistants?

Mr. ROSS HUTCHINSON replied:

- (1) October, 1963.
- (2) Forty beds.
- (3) No.

### PEMBERTON TIMBER CONCESSIONS

#### *Permissible Intake: Restriction, etc.*

7. Mr. ROWBERRY asked the Premier:
- As the timber concessions at Pemberton were based on the capacity of two sawmills of 60 loads and 40 loads respectively, and the Hawker Siddeley Group has, by its action in dismissing one shift, virtually reduced the capacity to one mill, what action, if any, is contemplated by the Government in—
- (a) restricting the permissible intake by at least 50 per cent.;

(b) calling for tenders for the remaining timber leases, and so enable another timber mill to operate in Pemberton?

Mr. BRAND replied:

(a) and (b) It is understood the mill is to be modernised. Current difficulties of effecting karri sales have resulted in a reduced demand for timber produced at this mill.

It is therefore considered necessary that the Conservator of Forests review the position over a period, which will enable him to assess and report on proposals for future operations.

### HAWKER SIDDELEY BUILDING SUPPLIES PTY. LTD.

#### *Enforcement of Terms of Agreement*

8. Mr. ROWBERRY asked the Premier:

(1) As under clause (10) of the agreement between the Treasurer and Hawker Siddeley Building Supplies Pty. Ltd. the purchaser agrees to expend from its own funds a minimum of £500,000 in the development of its business in W.A., within the five years ending June, 1966, what steps does the Government intend to take to enforce this clause?

(2) Has the H.S.B.S. spent any of its funds up to date in the furtherance of its business in W.A.?

(3) Has the company's action in recently dismissing 90 men in Pemberton any relation to the expenditure of £500,000?

(4) As one year has already elapsed since the signing of the agreement, is it not reasonable to assume that a portion of that sum should have already been spent?

Mr. BRAND replied:

(1) The company keeps the Government informed of its plans, and we have no doubt that the company will spend more than the £500,000 prescribed by the agreement as the minimum before 1966. The position is well covered by the agreement.

(2) Yes.

(3) No. Of the men affected by the discontinuance of the second shift, 28 were given alternative employment with accommodation within the company's organisation; and, as the honourable member knows, alternative employment was found for everybody affected.

The cessation of the second shift was not unexpected, or something new. It was continued by Hawker Siddeley at the request of the Government at the time when the

sale was negotiated so as to afford an opportunity for Hawker Siddeley to assess the position and endeavour to seek other markets which might enable a stimulation of activity at Pemberton. It was obvious during the State's ownership that the second shift could not continue indefinitely.

(4) See answer to No. (2).

### THIRD PARTY INSURANCE

#### *Application to Children Within Schoolgrounds*

9. Mr. FLETCHER asked the Minister for Education:

(1) As a child was injured in a traffic accident within a Fremantle schoolground and was found not to be covered by third party insurance, will he seek amendment of the appropriate Act to ensure such coverage for all within schoolgrounds?

(2) Is he aware that the prospect of such accidents is more likely among thousands of high school children when various vehicles deliver to canteens and enter schoolgrounds for other reasons?

(3) If third party insurance does not apply within schoolgrounds, does this also apply to parks and gardens?

(4) If the answer to No. (3) is in the affirmative, will he endeavour to see that third party insurance coverage is available to children and adults in areas mentioned?

Mr. LEWIS replied:

(1) Vehicles licensed under the Act are covered by Motor Vehicle (Third Party) Insurance wherever an accident may occur.

(2) to (4) Yes. Answered by No. (1).

### BOTTLED OXYGEN

#### *Supply to Heart Cases*

10. Mr. FLETCHER asked the Minister for Health:

(1) Is he aware that economic hardship is suffered by families in which exist heart cases requiring bottled oxygen delivered to and used at home?

(2) While the company concerned does make some concessions and as Hospital Benefits does not assist, will he attempt to alleviate hardship to worried patients and relatives?

(3) As Commonwealth law provides antibiotics and other life-saving drugs to the public, will he, if necessary, legislate on a State

basis, to provide oxygen, free of charge, to homes of all heart cases requiring this gas to sustain life?

Mr. ROSS HUCHINSON replied:

- (1) My attention has been drawn to the fact, during the past few days, that some economic hardship does occur in this connection.
- (2) and (3) I am making an approach to the Federal Minister for Health to determine whether the supply of oxygen, in approved cases, can be regarded as a Commonwealth pharmaceutical benefit.

11. *This question was postponed.*

### WESTERN AUSTRALIAN TIMBERS

#### *Use in Construction of United States Radar Station*

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

- (1) Now that he has taken steps to ensure the employment of Western Australian labour in the erection of the United States radar station at North-West Cape, can he assure the House that W.A. timbers will likewise be used in the construction of that station?
- (2) Has it come to his notice that some thousands of super feet of American oregon have been specified in this construction?
- (3) Does he not agree that Western Australian timbers would do the job just as well?

Mr. COURT replied:

- (1) The action taken by the Government in respect of the United States V.L.F. station is not only intended to ensure the maximum employment of Western Australian labour reasonably practicable in the erection of the station, but also covers the maximum use of Western Australian materials, equipment, and other resources both during the construction and operation phases of this project. The main reason why we negotiated for an engineer officer of the Department of Industrial Development to go to America for several months last Monday was to ensure that he was on the spot and available to the planners and designers and able to give them local knowledge on available Western Australian resources for construction, operation and maintenance. These resources will include timber.

- (2) and (3) We have no knowledge of American oregon being specified, as specifications have not yet been finalised.

For obvious reasons we will press for the maximum incorporation of Western Australian timbers; and if there is any doubt in the minds of the Americans about the effectiveness of our timbers as compared with imported timbers, we will use the best timber engineering advice available in our efforts to convince those in charge of the engineering side of the project that Western Australian timbers should be used.

### PORT HEDLAND

#### *Provision of High School Hostel*

13. Mr. BICKERTON asked the Minister for Education:

What are the latest developments regarding the provision of a high school hostel at Port Hedland?

Mr. LEWIS replied:

A high school cannot be established at Port Hedland until numbers warrant it. Consideration can then be given to providing a hostel.

### NORTH-WEST PORTS

#### *Tonnages Shipped in 1960-1961 and 1961-1962*

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

What were the tonnages shipped to and from the following ports by State ships for the years 1960-61, 1961-62:—

- (a) Onslow;
- (b) Point Samson;
- (c) Port Hedland?

Mr. COURT replied:

Tonnages shipped to and from ports by State ships for the years 1960-61 and 1961-62 were:

Year	Onslow (Tons)		Point Samson (Tons)		Port Hedland (Tons)	
	In-wards	Out-wards	In-wards	Out-wards	In-wards	Out-wards
1960-61	3,086 plus 904 sheep and rams	1,208	5,980 plus 552 sheep and rams	7,765	10,155 plus 2,447 sheep and rams	5,599
1961-62	2,120 plus 134 sheep and rams	1,276	5,558 plus 246 sheep and rams	8,626	9,823 plus 1,947 sheep and rams	3,944

## ALBANY PRISON

### *Commencement, Construction, and Cost*

15. Mr. HALL asked the Chief Secretary:

- (1) When will the building of the new gaol at Albany commence?
- (2) Will the building be done by P.W.D. work force or by contract?
- (3) What is the estimated cost?

Mr. ROSS HUTCHINSON replied:

- (1) The necessary detail for the planning of a new prison at Albany has been forwarded to the Principal Architect. It is expected that construction will commence next financial year.
- (2) and (3) No estimate of cost is available at this stage and I am unable to advise as yet whether the work will be done by contract or day labour.

## MEDICAL TREATMENT IN METROPOLITAN AREA

### *Travel Concessions to Country Residents*

16. Mr. HALL asked the Premier:

- (1) Was he correctly reported by *The West Australian* in the issue of the 1st August, 1962, under the heading, "No State Aid," which reads as follows: "Kalgoorlie: Tues. Premier Brand told the last conference of Goldfields local governing bodies that the State could not grant special travelling aid to country people whose children needed to make frequent trips to Perth for medical treatment"?
- (2) If so, will that also be applicable to persons in poor circumstances desiring travel concessions, or free travel, to the metropolitan area for medical treatment either for themselves or their children?
- (3) What amount was expended by the Treasury by way of travel concessions to country people forced to come to the metropolitan area for medical treatment during the last term of the Hawke Labour Government, 1956-1959?
- (4) What amount was expended by the Treasury by way of travel concessions to country people, forced to come to the metropolitan area for medical treatment during the three-year period of the Brand-Watts-Nalder Government, 1959, till 1962?

Mr. BRAND replied:

- (1) No. The conference of goldfields local bodies has been advised by letter that the Government cannot

agree to extend the assistance already given which provides for free railway travel to be allowed to persons, including their children, who are in difficult financial circumstances, to enable them to visit Perth when specialist medical treatment, not available locally, is necessary.

(2) Answered by No. (1).

(3) and (4) The total expenditure on travelling concessions of this nature for each of the periods referred to is not obtainable.

The conditions applying to the granting of this travelling assistance have not varied over the period from 1956 to 1962.

## HOUSING COMMISSION HOMES

### *Formula for Computing Rentals*

17. Mr. HALL asked the Minister representing the Minister for Housing:

- (1) What is the basic formula for computing rent for State Housing Commission homes?
- (2) How do basic wage variations apply in respect to rental charges for State Housing Commission homes?

Mr. ROSS HUTCHINSON replied:

- (1) The formula is in accordance with the Commonwealth and State Housing Agreement Act, 1945.
- (2) Basic wage variations apply in respect to rental charges in the case of rental rebates, and the increase or decrease in the rent is made in accordance with clause 11 of the Commonwealth and State Housing Agreement Act, 1945.

### *Number Completed, Applications, and Allocations for 1959-1962*

18. Mr. GRAHAM asked the Minister representing the Minister for Housing:

During the three years ended the 30th June last under the headings of State Housing Act and Commonwealth-State Housing Agreement respectively—

- (a) how many housing units were completed;
- (b) how many applications were received;
- (c) how many housing units were allocated?

Mr. ROSS HUTCHINSON replied:

(a) Homes Completed:

	State Housing Act	Common- wealth- State Housing Act
1959-1960 ....	362	656
1960-1961 ....	519	742
1961-1962 ....	396	873

(b) Applications Received:

1959-1960 ...	1370	4128
1960-1961 ....	1917	4282
1961-1962 ....	2289	4412

(c) Houses Allocated:

1959-1960 ....	362	2391
1960-1961 ....	519	2540
1961-1962 ....	396	2644

## WATER SUPPLIES

### *Use of Fluoride*

19. Mr. GRAHAM asked the Minister for Water Supplies:

- (1) Has any fluoride been placed in any water supplies in this State at any time during the last three years?
- (2) If so,
  - (a) which supplies;
  - (b) when;
  - (c) for what period;
  - (d) what quantity?

Mr. WILD replied:

- (1) No.
- (2) Answered by No. (1).

## KINDERGARTENS

### *Government Assistance*

20. Mr. GRAHAM asked the Premier:

- (1) What is the present basis of payments to—
  - (a) Kindergarten Union;
  - (b) affiliated kindergartens?
- (2) Is it the Government's intention to vary or increase the basis or rate of payments?
- (3) If so, what are the proposals?
- (4) What is the proposed financial allocation for the forthcoming year?
- (5) Will he make available the last financial return of the Kindergarten Union?

Mr. BRAND replied:

- (1) (a) Kindergarten Union—
 

Grant for Administration: £3,425 (adjusted annually).  
 Cost of Kindergarten College: £6,165 (adjusted annually).  
 Cost of Student Allowance: £240 per student at home; £300 per student away from home.

Per Capita Subsidy: £10 19s. per enrolled child (adjusted annually).

The items subject to annual adjustment are varied at the commencement of each year in accordance with the salary variations of a grade 4 female teacher in the Education Department.

(b) Affiliated Kindergartens—

Grants of up to £500 per kindergarten towards the cost of buildings.

Grant of £1,000 per annum to assist kindergartens in needy areas.

- (2) The basis of the grant will not be varied, but adjustments in accordance with the formula will result in an estimated increase of £3,000 in the grant for 1962-63.
- (3) Answered by No. 2.
- (4) £45,800 (estimated).
- (5) The Kindergarten Union is responsible for its own accounting. It would, I am sure, make its last financial statement available to the honourable member on request.

## BENTLEY HOSPITAL

### *Size, Location, and Plans*

21. Mr. JAMIESON asked the Minister for Health:

- (1) Would he indicate the exact size of the proposed Bentley Hospital?
- (2) What is the exact location of this proposed hospital?
- (3) Are plans prepared or has consideration been given to future additions to this proposed hospital?

Mr. ROSS HUTCHINSON replied:

- (1) 56 beds, including 16 maternity.
- (2) In Mills Street, between Albany Highway and Channon Street.
- (3) Necessary detail for planning has been forwarded to the Principal Architect and planning is now under way. The design is such as will enable additions to be made should these be deemed necessary.

## INNER-RING HIGHWAY

### *Purchase of Resumed Properties*

22. Mr. HEAL asked the Minister representing the Minister for Town Planning:

- (1) Has the Government made a definite decision that portion of the proposed inner-ring highway will proceed along the Newcastle Street-Aberdeen Street area?

- (2) If so, will the Metropolitan Region Planning Authority negotiate with owners of property in the area concerned to purchase such properties?

Mr. LEWIS replied:

- (1) The Government has accepted in principle the proposal by the Metropolitan Region Planning Authority and Main Roads Department that the route of the Perth Inner-Ring Highway, originally proposed on the line of Roe Street, be moved to a line generally between Newcastle and Aberdeen Streets.
- (2) This is governed by the Metropolitan Region Perth and Fremantle Interim Development Order as amended on the 6th April, 1962.

23. *This question was postponed.*

### STANDARD GAUGE RAILWAY

#### *Linking Transcontinental Line to Broken Hill*

24. Mr. OLDFIELD asked the Minister for Railways:

- (1) What is the estimated cost of linking the transcontinental railway to Broken Hill with standard gauge?
- (2) Has he made any representations to the Federal Government to have these points linked?
- (3) When is it anticipated this work will be completed?

Mr. COURT replied:

- (1) Presumably the honourable member's reference is to the link between Port Pirie and Broken Hill. We have no reliable information on this.
- (2) Whilst we would naturally like to see this link completed, just as we would like to see the link between Port Pirie, Adelaide, and Melbourne, we have made no specific representations. Firstly, representations of this nature could be misunderstood and resented by the States concerned. Secondly, any pressure by us for this link could give the impression that we would be prepared to accept some slowing down in our own important standard gauge project.

Our objective at the moment is to make sure that nothing interferes with the completion of the great Kalgoorlie-Fremantle-Kwinana project well within the agreement's timetable.

- (3) This is a matter between the Commonwealth and South Australian Governments. No doubt our timetable will influence the matter in the ultimate.

### RAIL TRANSPORTATION

#### *Distance and Freight Rate Between Perth and Sydney*

25. Mr. OLDFIELD asked the Minister for Railways:

- (1) What is the distance by rail from Perth to Sydney via—  
(a) Broken Hill;  
(b) Adelaide-Melbourne?
- (2) What is the freight rate per ton mile via Adelaide-Melbourne from—  
(a) Perth to Sydney;  
(b) Sydney to Perth?

#### *Annual Tonnage of Freight*

- (3) What is the annual tonnage of freight railed from—  
(a) Western Australia to N.S.W. and Queensland;  
(b) N.S.W. and Queensland to W.A.?

Mr. COURT replied:

- (1) (a) 2,442 miles.  
(b) 2,699 miles.
- (2) Rates vary in accordance with the type of commodity transported. There is no difference in the scheduled east-west and west-east rates. Examples of the rates are:

"A" Class—£23 5s. 6d. per ton  
2.07d. per ton mile.  
2nd Class—£57 1s. 6d. per ton  
5.07d. per ton mile.

The Railways Department, in following a progressive policy of attraction of business, has adopted the commercial practice of entering into contracts at special rates. Incentive rates for substantial and continuing quantities of goods have been offered to stimulate the movement of goods from W.A. to the Eastern States, thus assisting local industry. These incentive rates are of course not reflected in the rates quoted above.

- (3) A segregation of tonnages to and from each State separately is not kept. The following are the total tonnages railed:

Year ended the 30th June, 1962:  
From W.A. to the Eastern States  
—52,325 tons.  
From the Eastern States to W.A.  
—93,635 tons.



The commercial policy adopted by the Railways has resulted in greatly increased tonnages being railed as will be seen from the comparable figures of a decade ago:

Year ended the 30th June, 1952:

From W.A. to the Eastern States

—5,334 tons.

From the Eastern States to W.A.

—24,472 tons.

26. *This question was postponed.*

## HOUSES FOR NATIVES

### *Number for Geraldton and Wonthella*

27. Mr. SEWELL asked the Minister for Native Welfare:

(1) How many houses will the Department of Native Welfare build for natives in Geraldton this year?

(2) How many are to be built in Wonthella, and in what streets?

Mr. LEWIS replied:

(1) One house of an improved type has been listed on the current estimates.

(2) Subject to funds being available one house will be built in either Second or Third Streets, Wonthella, unless other land for which the department is negotiating becomes available.

## PEARLING IN WESTERN AUSTRALIA

### *Value of Shell, Men Employed, and Tonnage Produced*

28. Mr. KELLY asked the Minister for Fisheries:

(1) What was the value of pearl shell recovered in Western Australian waters in the years 1952-1962 inclusive?

(2) What was the number of men employed in each of those years?

(3) What tonnage was produced during the same years?

Mr. ROSS HUTCHINSON replied:

(1) to (3).

Year.	Value £	No. of Men.	Tonnage.
1952	176,880	184	303
1953	284,600	269	448
1954	355,550	309	557
1955	413,300	366	652
1956	583,580	458	898
1957	604,800	476	990
1958	351,920	403	754
1959	286,700	301	508
1960	269,780	297	567
1961	155,680	187	358
1962	Not available		

## GOVERNMENT AND SEMI-GOVERNMENT EMPLOYEES

### *Salaries*

29. Mr. JAMIESON asked the Treasurer:

(1) How many Government employees and semi-Government employees are at present in receipt of salaries in excess of £2,220?

(2) How many employees of the above categories receive salaries in excess of £3,000?

Mr. BRAND replied:

(1) 1,461.

(2) 259.

## ORA BANDA WATER SUPPLY

### *Effect of Shortage, and Repairs to Pipeline*

30. Mr. BURT asked the Minister for Water Supplies:

(1) Is he aware that mining and prospecting operations in the Ora Banda district were considerably curtailed last summer, owing to shortage of water?

(2) Would he ensure that weak sections of the pipeline from Kalgoorlie are renewed so that sufficient water is available in Ora Banda to enable normal mining activities to continue?

Mr. WILD replied:

(1) Yes.

(2) Yes. It is planned to install a booster pump and replace the weakest sections of the main before next summer.

## COLLIE RAILWAY FACILITIES

### *Enlargement and Renovation of Goods Shed*

31. Mr. H. MAY asked the Minister for Railways:

(1) Will he advise whether it is the intention of the Railways Department in the near future to enlarge and renovate the goods shed at Collie?

### *Modernisation of Station*

(2) What action is being contemplated to modernise the Collie Railway Station?

Mr. COURT replied:

(1) and (2) There is no current proposal, but I have asked that the matter be examined following representations from the honourable member and the shire council.

## HAWKER SIDDELEY BUILDING SUPPLIES PTY. LTD.

### *Rebate on Royalties, and Other Concessions*

32. Mr. OLDFIELD asked the Minister for Forests:

- (1) Is it a fact that Hawker Siddeley have been granted a rebate on royalties in respect of either the Pemberton or Banksiadale areas?
- (2) If so, why?
- (3) Has this company been granted any other concessions since finalising the purchase of the State Building Supplies?
- (4) If so, why?

Mr. BOVELL replied:

- (1) No.
- (2) Answered by No. (1).
- (3) No. Of course, that does not include timber permits sold or offered under tender under the Forests Act.
- (4) Answered by No. (3).

## SAFETY BELTS FOR CARS

### *Installation in Government Vehicles*

33. Mr. CROMMELIN asked the Minister for Transport:

Now that he has received a report from the National Safety Council in regard to safety belts for motor vehicles, will he confer with the Treasurer with a view to having safety belts installed in all Government vehicles?

Mr. CRAIG replied:

Yes.

## ADDRESS-IN-REPLY: THIRD DAY

### *Motion*

Debate resumed from the 1st August, on the following motion by Mr. Runciman:—

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

May it please Your Excellency:

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

MR. HART (Roe) [2.37 p.m.]: I would like to touch on one or two matters during this debate. In the first instance I want to pay a tribute to my immediate

predecessor, the late Hon. Charles Perkins. I am aware that all members knew Mr. Perkins very well. As I moved around the Roe electorate, both during the last election campaign and since, I was struck by the very widespread expressions of appreciation by people throughout that area for what he had done. From Narembeen to Ravensthorpe, and down to Bremer Bay I heard expressions of goodwill in appreciation of what he had done. I felt I should pass back to this Assembly the large number of tributes that have been paid to him. I hope that I can in some measure carry on the task which he undertook so well.

Referring to the speech of His Excellency the Governor and the motion for the adoption of the Address-in-Reply, in my view we did hear a very good and encouraging summary of where the State of Western Australia was going. The overall picture presented in that speech was very good. His Excellency gave credit to all concerned. If one were to look at the speech, one would notice the number of Government departments and instrumentalities which were behind the expansion of the State. We must, therefore, admit that in this State there are very efficient Government departments to carry on the big expansion that is taking place. I refer to the Education Department and other departments, such as the Water Supply Department and the Department of Agriculture. I feel the officers of those departments are doing a wonderful job. We have some very expert men there, yet, owing to restricted finance, certain development is lacking in our country districts, of which I have some knowledge.

This applies particularly to water supply, which has been a problem for all Governments both past and present. However, I feel there is need to go further than we have done, and more finance must be found somehow or other. Coming in from the outside it may be said that I have a lot to learn. Probably I have; but this question of water in my opinion is one of the big problems with which the State is faced. It applies right throughout the State and has a most important bearing on where we are going. Of course, I look at things from the farmers' point of view as I represent a farming district.

I would now like to quote a few examples in justification of my plea for more water supplies. It is not my intention to be parochial, because what I have to say could be applied right throughout Western Australia in some measure or other. However, I will give three examples. First of all I will refer to the need of the small country town of Karlgarin, one of the old-established wheatbelt towns. Annually, over the last five years that district has brought into Western Australia new money

to the extent of £113,000 from the production of grain. This new money immediately becomes wealth and work for everybody else. That town requires water, yet a modest water supply for the town to supply buildings and schools costing about £15,000 cannot be provided because of the lack of finance.

I now wish to refer to the older town of Kulin. This town is situated in one of our outstanding wheat districts and experiences water shortages. In addition, this is in an area where the salt level in parts is abnormally high. It is a district that has been producing for many years, and the annual value of the grain produced is well over £250,000. The water supplies in that town and district are both inadequate and unsatisfactory.

I now move back a little to the lower south-east to the small town of Hopton, which is a seaside holiday resort for people living in those areas or the eastern wheatbelt. This town contains some 60 seaside homes, shops, and a small hotel, and the only water available is that which people can obtain for themselves. During the summer this town experiences quite a big influx of people, yet a modest request for a reserve supply of rainwater which would cost about £4,000 has not been granted because of lack of finance.

I think these few examples could be multiplied right throughout the Western Australian wheatbelt and other places. Therefore there is need for a new look in order to see where money can be obtained to cope with the water supply problems in the country areas of Western Australia. It seems to me that we have expert men in the department and good hydraulic men, but we will have to do something about obtaining more money, particularly as the expenditure of such extra money would be completely justified.

I now wish to turn to the subject of agriculture. Here the picture is very good; and our production of grain will, before long, reach 100,000,000 bushels, and Western Australia will probably be the leading grain producer in the Commonwealth.

It was good to hear in the Governor's Speech of the progress made in land settlement over the last few years. However, there is one bottleneck—if I may use that word—in our agricultural expansion; and that is that a lot of young men who have started on their own are, at the present time, unable to obtain assistance. I am not advocating any widespread or open slather civilian land settlement scheme, but I do think that in order to expand agriculture in Western Australia young farmers who have had the courage and the initiative to start on their own should be granted financial assistance, as they have acquired some experience at the end of their second or third year. The position at the present time is that when they

reach their third or fourth year they are unable to obtain financial assistance. That is the situation right throughout Western Australia, from Geraldton down to Albany and Esperance.

Our financial institutions are helpful to those farmers who are well established, but the men I have mentioned are unable to obtain any finance at all. The Commonwealth Rural Development Bank has now come into the picture, and in its category it is doing quite a good job and is providing money for the established farmer. However, the fellows I am talking about, who have not reached the stage of development required by the Commonwealth Bank, are unable to get any finance at all. I urge that steps be taken to provide finance within our agricultural set-up in order to help these men.

I will conclude these remarks by referring to the good picture we have of Western Australia and hope that the Government will give serious consideration to the two points which I have mentioned, as I think assistance is justified.

**MR. D. G. MAY (Canning)** [2.48 p.m.]: I would like personally to congratulate you Sir, on your re-election as Speaker of the Assembly and also thank you for the assistance which you have extended to me since my election as the member for Canning. Possibly I may have a slight edge on the other new members in view of the fact that my father is and my grandfather was a member of this House. Therefore, I can appreciate the anxiety and worry of new members when they first endeavour to speak in this House.

I would also like to express my appreciation to the electors of Canning for demonstrating their confidence by electing me as their member; and I am fully conscious of the responsibility and the honour of being their representative in Parliament.

I would also like to place on record my deep sympathy at the sudden death of the late Mr. Roberts. I knew Mr. Roberts personally; and to me he was "George Roberts", as he was known to everyone. He was a man whom one just did not call "Mr. Roberts", as he would have been offended. Everyone thought very highly of him, and I wish to extend my personal sympathy to his family in their very great loss.

Before proceeding with matters concerning my electorate, there is another point I would like to raise with regard to the publicity which is afforded certain types of offences, such as sex offences. I have questions relating to this on the notice paper for next Tuesday.

These offences have been given quite a lot of prominence in the paper recently. I do not wish to unduly criticise the Press, because since my election I have been treated very fairly and am most appreciative. On Wednesday there was an article

in the Press headed, "Crown Alleges Youths Raped Truant Girl (14)". Admittedly these cases have to be reported in the Press; but on reading through the article, members will discover the very graphic manner in which this case is presented. I, as the father of three children, am very concerned at the manner in which these offences are reported. If you do not mind, Mr. Speaker, I would like to read out the portions to which I have taken a slight exception. They are as follows:—

Serra drove to Trigg Island, where the girls had left their schoolbags, and then towards Scarborough.

He stopped the car on a turn-off road, the Crown alleged.

The two girls left the car and ran off, one along the road and the other across the sand.

Serra, it was said, chased the first girl, but did not catch her.

Coleman brought the other girl down with a rugby tackle.

Then, the Crown alleged, Thurstans had intercourse with her while Coleman held her and Coleman had intercourse with her while Thurstans held her.

Thurstans said the girl did not resist when he had intercourse with her without assistance from Coleman.

He later saw Coleman having intercourse with her, but he did not assist Coleman.

Those are the sort of things which I feel could be left out of the paper.

Mr. Bickerton: Hear, hear!

Mr. D. G. MAY: The same case was reported in this morning's paper also, but not quite so graphically. There is no reason why a report should not be made, but it should be made without the graphic descriptions. The portion I have just read sounds like an extract from a Carter Brown novel. As stated previously, I have three children; and if they are not permitted to read the daily paper one day, they wonder why we have kept it from them and they will naturally find a way of obtaining a copy to ascertain the reason.

That is one matter which I feel should be brought to the attention of the House. I think the Press realises what goes on, and I certainly do not know what steps can be taken to suppress this type of publicity. However, as I have said, I have placed questions on the notice paper in this regard. I repeat: I do not want the Press to feel I am criticising them, but merely wish to draw attention to the manner in which this particular case was reported.

A matter concerning the people in my district—especially in the Maddington area—is that of crosswalks. There has been considerable agitation in the past few months—or I should say over a considerable number of years—regarding the lack

of a crosswalk outside the Maddington State School. As members are aware, the Maddington School is situated on the Albany Highway, which is an extremely busy road. The quarry trucks enter the highway from Gosnells in close proximity to the school, thereby increasing the danger of accidents in this area.

I have made research into the matter to ascertain whether there is any other high school or State school on a main highway in the metropolitan area which has not been provided with a crosswalk, and I found that there is none. The matter has been brought to the attention of the Minister, and he has indicated that it will receive consideration.

In the past 12 months from an estimated 15 million crossings by school children 33 accidents have been reported. I would like to know how many near misses there have been in that particular period. Recently, I myself, when visiting the school, saw a child hit by the mud-guard of a car. That case was not reported. The traffic is really gaining momentum out there; and the Maddington railway crossing, which has previously been under notice, is in the near vicinity also.

I feel that when a school is built or planned, the first facility which should be provided is a crosswalk. If this were done motorists would become educated to the idea that a school would be situated on a particular site and would know that, when that school was completed, automatically a crosswalk would be provided. They would get into the habit of looking out when they approached that particular spot and would become educated in that way.

Not only would the motorists become accustomed to the idea of a crosswalk, but the children would, from the commencement of their schooling, get used to the idea of using the crosswalk. The teachers and headmaster would instruct them that they must use the crosswalk from the commencement of their studies. If a crosswalk is not provided until some years after a school has been established the children have by that time become accustomed to crossing at a certain point and find it difficult to change their habit by utilising the new crosswalk. The situation has been reached in connection with the Maddington School where several mothers arrive at the school at 3.30 p.m. to ensure that their children will be safe while crossing the road.

Another hazard in this area is the provision of a medial strip in the road which is broken near the school exit to allow access for cars. In this particular area there is a definite necessity for a crosswalk. We do not want to wait until a

fatality occurs and then decide to do something about it. Action should be taken immediately, and I hope the Minister will give further consideration to the matter in the near future.

Another matter I wish to raise is one regarding which the Minister for Industrial Development has kindly supplied me with information. Two protest meetings have been held in the Shire of Gosnells about the letting of leases for quarrying and extractive industries such as clay. At present there is a quarry at Gosnells; and it is contemplated that one will be commenced in the Maddington area. I asked the Minister questions in this regard because adjacent to the Maddington railway station there is a spur line which was originally provided for the old Canning Park racecourse.

The area is ideally situated for industry. The water is good and the country is level. The electors in the Maddington area feel that if the quarrying and clay industries are to be allowed in their district it would not be suitable as a residential area. They are very concerned about the matter, and I feel they have a right to be. Maddington is very low lying. I know, because I have been around the area frequently since my election. The soil is clayey, and naturally the water is not absorbed very quickly.

At the moment there are a number of clay holes filled with water, and these are dangerous hazards to the schoolchildren in that area who play around the racecourse. I have had a letter from the Minister saying that such clay pits as are the Government's responsibility will be fenced. They were originally enclosed by picket fences, but during the cold winter months evidently people have used the pickets for their fires. Therefore, cyclone wire or something of that nature is to be used instead, and this will be a decided advantage.

Another matter about which there has been quite a number of questions asked is kindergartens. I have two or three in my own area at present and they are doing wonderful work in connection with the commencement of children's education. It must be a great benefit to teachers in primary schools to have children who have previously been through a kindergarten. I know that some teachers in kindergartens nearly go berserk trying to quieten children down when they are first brought to them. Kindergarten teachers do an excellent job in ensuring that children reach a reasonable educational standard by the time they go on to primary school.

It is necessary for kindergarten teachers to train for three years. This is due to the highly specialised nature of their work, not only in teaching the children, but also in getting to know their individual habits. I feel that the present salary

range for kindergarten teachers is totally inadequate. I do not wish to say too much about this subject, because I know there are several questions on the notice paper, and I will be able to pass on the answers to those people concerned in my electorate.

Members will recall the controversy which has existed over the assessment of water rates. I would like to quote one instance. An elderly couple in my electorate received an excess water bill in the vicinity of £20-odd. I was asked whether I could do anything about it, and I placed the matter before the Water Supply Department.

The couple concerned are about 80 years of age; and they live on a very small property. I am sure their house and yard would fit into this Chamber. They have no lawn and no garden—nothing at all. They were away for three months of the year, visiting their son and daughter in the country—and when they returned they found they had an excess water bill for approximately £20.

When their meter was first read it was found that an error had been made to the extent of 1,000 gallons. The Water Supply Department admitted that 2,000 gallons had been assessed in error. This error was rectified; and the department also stated that the consumption of water registered for 1961-62 was abnormal compared with the previous year. A re-examination of the meter was made by the department's meter workshop mechanic.

I feel there should be some avenue to which these people could turn for redress. In the instance I quoted there were two incorrect readings of the meter by the department's staff. The couple are away for three months of the year; their house is a small one; they have no garden; and yet they receive a bill for approximately £20. In addition, the department admits that their consumption of water was abnormal for the period 1961-62. The couple are naturally very upset, and rightly so. Unfortunately, the department said there was nothing it could do. I feel there is a definite need for some consideration to be given to the matter.

I now touch upon the subject of railways. As members are aware, prior to my being elected to Parliament I was a railway officer. I was stationed in the metropolitan area and was attached to the commercial section of the department. I had quite a lot to do with public relations, freights, claims, fares, and all matters pertaining to the commercial side of the department.

The advent of the standard gauge railway has resulted in a considerable number of new appointments in the department, particularly with regard to staff in the standard gauge section. I have no quarrel with that. The work undertaken by

the staff in the standard gauge section is tremendous, and I think the new appointments are warranted. The staff is working overtime, well into the evenings, and on Saturdays.

However, I am concerned that there have been only a few new appointments in the traffic section, particularly with respect to country areas. At the present time some employees have been given notice of transfer, but it is taking up to five or six months before the persons concerned are actually transferred from one place to another.

I am sure the majority of members will appreciate that a railway officer stationed at a country depot is often called upon to be secretary of the local progress association, the parents and citizens' association, or some similar association. He is invariably in the forefront of civic welfare activity.

When such a person is transferred, there are several things which have to be done: he has to arrange for his furniture to be transferred; he has to secure a house at his point of destination; and he has to settle various other matters.

At present a person who receives notice of transfer has no idea when he is to be transferred. I believe he gets about 10 days' notice if he is lucky, sometimes after waiting for a period of five or six months. I have placed this matter before the Minister, and I feel sure he will give it careful thought. I know that railway officers in country areas are upset about the length of time they have to wait before their actual transfer.

Feeling also exists that there is need for the appointment of relief officers to allow those who are to be transferred to take up their new positions. When notice of transfer is received, after a period of three months have elapsed their salaries are commensurate with the positions to which they have been appointed. The increases become effective immediately after three months. Therefore, it is in the department's interests for the men concerned to take up their new positions as soon as is practicable.

In my view the staff of the Railways Department should receive every consideration. During the war years they contributed very substantially to the war effort. They did a great job. The department was understaffed. In the early period of the war some men who wished to join the armed forces were allowed to do so, and later on it was hard to get trained staff for the department. Since 1945 the department has endeavoured to maintain a high standard of efficiency in its staff, and when the standard gauge line comes to fruition this high standard will become even more necessary.

The standard gauge line will be of great benefit to Western Australia. I have had a good deal to do with the method of freighting to and from the Eastern States, and I listened with interest to today's questions regarding the amount of freight to and from the Eastern States and the possibility of the Broken Hill linkage. At present, most of the freight to New South Wales and Queensland is transported through Broken Hill, and passengers travel to New South Wales and Queensland via Melbourne. The staff of the Railways Department are required to have a comprehensive knowledge of railway procedure generally in order to carry out their duties effectively and efficiently.

I feel that the Minister controlling the Factories and Shops Act should look into the question of those shops which remain open on Sundays for trading purposes. Many people in my electorate are concerned about the amount of plants, shrubs, and that sort of thing, which is allowed to be sold to the public on Sundays. One firm in my area remains open from about 10.30 in the morning until late in the afternoon serving morning and afternoon teas. In addition, a part of the premises is open for the sale of shrubs.

Previously, members of the public out for a Sunday drive purchased their shrubs in Cannington, Gosnells, or Armadale if they passed through those towns. Now people only go as far as this particular suburb, and they are able to get a cup of tea and buy their shrubs, plants, and what have you at that point, and they do not go any further. Some of the nurseries in that district have been in operation for a great many years, and the proprietors barely get a living from them. Any intrusion on their living should receive some consideration.

I thank you, Mr. Speaker, very much and I thank members for their tolerance. I realise that possibly I shall not get the same tolerance the next time I address the House. However, I thank members for the way in which they have listened to me. I realise that I have to keep my feet on the floor and listen very carefully to the debates. I only hope that while I am in Parliament I will be able to contribute something worth while to the debates which take place in this Chamber.

**MR. BURT** (Murchison) [3.11 p.m.]: First I would like to add my congratulations to you, Mr. Speaker, on your re-appointment to the elevated position of Speaker of this House. You have always carried out your duties with efficiency and friendliness, and I think that you have already exemplified your nimbleness of mind in your control of the House this session. I would also like to congratulate the two new Ministers—the Minister for Education and the Minister for Police—and trust that their occupation of those

offices will be a very lengthy one. Finally, to the new members I would offer congratulations and welcome them to this House.

We have heard two very able maiden speeches today, speeches by two new members, which I think indicated that they will carry out their duties in a capable manner.

To hear the member for Canning say that his grandfather was once a member of this House reminded me rather forcibly that I also had a grandfather, who was the first Attorney-General of the Legislative Assembly. But what shocked me most was that he held his office in 1896, whereas I realise the late Mr. Wilson was a comparatively recent member; so it is apparent that my numerous grey hairs are fully justified.

It is usual, in the Address-in-Reply, for members to talk about their own electorates, and I will not be any exception. Three years ago I had the honour to move the adoption of the Address-in-Reply in this Assembly, and I said then that I represented a very big electorate which I called the forgotten one-third of Western Australia. Unfortunately, I cannot alter that statement to any great extent.

I do not mean that the Murchison has been forgotten by the Government. Indeed, I think it has received very favourable treatment during the past three years. But unfortunately it was forgotten by Mother Nature when she made this world, and we find now that this huge slice of land, comprising one-third of Western Australia, has not the luck to be blessed with the natural attractions so common to other parts of this State.

Looking at other portions of Western Australia, commencing with the Kimberley with its tremendous Ord River scheme, we proceed to Pilbara, where we have heard, very recently, that there is untold wealth in iron ore; then down to the Gascoyne, where we know that the thriving town of Carnarvon is also served by a rich pastoral hinterland; and so on, right down to the bottom of the State, where Esperance is one of the most promising areas now being developed. Unfortunately, however, there is nothing like that in the Murchison.

The Murchison came into being and was populated, as we all know, after gold was discovered, and that valuable mineral was mined in large quantities. But at present, of course, gold is on the "outer," as we say. It has very little attraction from an economical point of view; and when any alteration to that state of affairs will occur Lord only knows. I am only hopeful that there will be an improvement in the not-very-far-distant future.

Mr. J. Hegney: Doesn't the law of supply and demand operate with that commodity?

Mr. BURT: There is a demand for gold; but unfortunately in the free world there is only one buyer; and in such a case, as with all commodities, it is the buyer who says how much he will pay.

Mr. Fletcher: It is a monopoly.

Mr. BURT: We can only hope that the buyer will be forced to pay a little more. Once there is a rise in the price of gold I will not be coming here and crying about the state of affairs in my electorate.

Mr. Cornell: How about flogging some of that gold in Hong Kong?

Mr. BURT: I do not know the position in Hong Kong; the honourable member might. However, the reason that I am decrying the lack of wealth in my area is that I think it should receive different treatment from that which is available to people in more successful areas. Numerous people live in the Murchison. Nevertheless, the population per square mile is very, very low. It is about one elector to every 100 square miles—and that does not call for very much rejoicing.

There are people who are willing to live there and who enjoy their lives there; and I feel that they should be encouraged to the utmost. They are willing to put up with the not very pleasant climatic conditions, and the lack of various other amenities which cannot be helped because of the remoteness of the area.

One of the shortcomings they have to face up to is that of insufficient education for their children. I have seen many a young man come into the Murchison area, perhaps to a Government job or to a bank. He marries, and he and his wife live very happily and are quite willing to remain there for the rest of their lives. In nearly every case these men have well-paid jobs, either in towns or on stations; but in the backs of their minds—throughout the early years of their children—is the fact that sooner or later they will have to drag up their roots and move to a more central environment where secondary education is available. Quite a number have already done that. In some cases they are replaced by single men, and so the population of the area decreases.

We know that a necessary condition for the establishment of a high school, or a junior high school, is an average daily attendance of about 150 pupils; and no town in my electorate, with the exception of Kalgoorlie, could boast of such a concentration of children. However, there are two towns—Mt. Magnet and Leonora—whose daily attendances of pupils fairly closely approach that figure. Therefore I am asking the Government to give consideration to waiving the deadline and to reducing it in the case of the towns of Mt. Magnet and Leonora, so that if it is not possible to provide them with junior

high schools some other modified type of secondary education can be made available in those two places; because it so happens that those towns are the centres of very large areas which together comprise practically the whole of my electorate.

If secondary education of some sort were available it would have the effect of holding the people in that area—people who have grown up there and learned to love the life. Also it would help towards having a more uniform and consistent population throughout the outback portion of Western Australia. Again, I think that this area which I represent is the only large section in Western Australia where secondary educational facilities are not available.

Mr. Bickerton: I agree with you 100 per cent.

Mr. BURT: I have spoken to the Minister for Education about this. He passed through my electorate not long ago, when this state of affairs was pointed out to him; and I am pleased to say that he is going to examine the position to ascertain whether ways and means can be found to make secondary education available in that area without having to obtain the numbers which are necessary in other districts.

Another anomaly which exists in this State, but one which does not come within the jurisdiction of the Government, is the importance placed upon the 26th parallel. As members know, the 26th parallel of latitude crosses Western Australia some 80 miles north of Meekatharra. If one is lucky enough to live above the 26th parallel everything in one's garden is rosy in nearly every walk of life.

Mr. Bickerton: Not too rosy.

Mr. BURT: But if one is unlucky enough to live south of the 26th parallel one does not get anywhere. It must be admitted that people living north of the 26th parallel enjoy a large reduction in income tax, and that alone must be of great benefit to them. They are also exempt from controls. I understand, the State Electricity Commission, or the Treasury—I do not know which—subsidises all power stations north of the 26th parallel. I represent a number of towns south of the 26th parallel which are far more remote than towns such as Carnarvon or Port Hedland, if one looks at the position from the point of view of the amenities offering. Anyone would be very hard pressed in trying to convince me that people living in Wiluna or Laverton enjoy a better state of living than those in Carnarvon. There is just no comparison between the two.

Yet, because of this mythical line drawn across the State, those people living south of it are subjected to many hardships. Therefore, it is about time we urged the abolition of the 26th parallel as a yardstick.

Mr. Sewell: Move it south of Geraldton.

Mr. BURT: I would be willing to agree with the honourable member in that regard. I do not think it is fair to draw a line across the State from east to west, or from north to south, and to say that the people living on one side of that line shall enjoy large rebates in taxation, whilst the people living on the other side are denied such concessions. As the position is now, a pastoral property could be divided by this line, with one-half above the 26th parallel and the other half below it.

Mr. Bickerton: The homestead would be above it.

Mr. BURT: If the homestead were below the 26th parallel the taxation burden would fall heavily on the employees. I think areas outside the agricultural areas of Western Australia should be granted the benefits that are now enjoyed only by people living north of the 26th parallel; because, by and large, once one leaves the agricultural and settled areas one has to put up with many tribulations, apart from the full burden of taxation.

For example, one is subject to many pinpricking regulations which do not apply to those north of the 26th parallel. I understand that north of the 26th parallel there is no need to hold a gun license and one does not have to conform to many other rules and regulations which affect the daily lives of the people. Taxation rebates, of course, represent the greatest factor for people dwelling north of that line.

Mr. Norton: Guns still have to be licensed north of the 26th parallel, but it is a free license.

Mr. BURT: I was told that no license was necessary for a gun if one lived north of that line.

Mr. Sewell: The Commonwealth Government is adamant that there will not be any alteration in the 26th parallel.

Mr. BURT: It is up to all of us to see whether some alteration can be made. I have not even attempted to work out how it would affect the revenue of the Federal Treasury; but I suppose it would be reduced. I should not think it would have such a great effect on the revenue of the Commonwealth Government when one considers that some of the largest undertakings south of the 26th parallel are gold-mining ventures, the profits from which are not taxable. Nevertheless, the abolition of the 26th parallel is something we should all strive for.

A few months ago a small boy died in Mt. Magnet. He wandered away from his home and crawled into a discarded refrigerator. The door locked behind him and he suffocated. He was not found for several hours. Similar happenings have occurred in many parts of the world and they are still happening. Only recently a case was reported from America. A



suggestion has been made to me which I consider is well worth considering at this stage; namely, that a magnetic type of door fastening should be compulsory on all types of refrigerators.

There is no doubt that as long as we have such articles on rubbish heaps or on back verandahs little children will be tempted to crawl into them; and, of course, there is always the risk that the door will close on them. It would make no difference if there was a latch inside the door; because in the dark, and on account of panic, a child would not be able to use it. However, there are magnetic fasteners available which function very efficiently and which would keep the cabinet sealed.

**Mr. Brand:** Only up to a certain size I should think.

**Mr. BURT:** Most of the fatalities have occurred in domestic refrigerators. I will conclude my remarks by mentioning that it has been my honour to be selected to go to Nigeria to attend a conference as the representative of this Parliament at the annual conference of the Commonwealth Parliamentary Association. That conference will be held in Lagos later this year, and I would like to thank those members who have been responsible for my selection. I can assure the House that I will endeavour to represent this branch with all the dignity and ability I possess.

**MR. BRADY (Swan) [3.28 p.m.]:** I wish to say a few words on the Address-in-Reply and to bring before the House a number of complaints in regard to the Swan electorate. I will try to deal with the major matters first. One of these is the new system of water rating. I spoke on this subject in the House last year at great length, and recently I received petitions from approximately 200 women-folk living in areas extending from Eden Hill in Bassendean to Midland Junction. They are complaining about the small quantity of domestic water allowed to them, and the fact that they have to pay through the nose, as it were, for excess water.

The replies I have received from the Minister for Water Supplies to the questions I have asked him on water rating are extremely disappointing. Only today I asked the Minister some questions which I will now quote for the benefit of the House, and to illustrate how discouraging the present position is for the residents of my electorate. I asked the following questions:—

- (1) Does he anticipate any increase in the quantity of water allowed to domestic consumers in the metropolitan area during the next financial year?
- (2) Does he anticipate any reduction in the excess water charges during the next financial year?

and the Minister replied—

The determination of rates, charges, and water rebates for the ensuing year is governed by estimates of financial requirements, which cannot be anticipated until late in the current financial year.

My third question was—

Does he anticipate the water supply improving . . . ?

and the Minister did advise satisfactorily in regard to that. But I would like to draw attention to the fact that the Minister does not appear to be seized with the fact that practically all the users of water in the metropolitan area are seething with discontent because of the reduced amount of domestic water they are allowed.

I know that I was allowed approximately 70,000 gallons of water previously. But under the new rating I am allowed 52,000 gallons. If I use the normal 70,000 gallons of water which I was using previously, I have to pay excess water on approximately 18,000 gallons, which brings my rating up to what it was before.

Last evening, in reply to the member for Melville, the Minister for Works more or less implied that he knew this was going to be the position; because he said, "What you lose on the swings you will gain on the roundabouts"; or words to that effect.

I cannot help feeling that this is a three-card trick which is being put over the rate-payers. I know of some very distressing cases. I would like to refer to one in particular to which my attention has been drawn, of a man who has a small residence in Bassendean. This man works in Perth all day in a kiosk; his wife frequently helps him; and there is no-one at home to use the water, because he has no family. Yet we find that last year he was told that he had used 237,000 gallons of excess water. Had he been allowed the normal 50,000 gallons that I was allowed it means he must have used about 290,000 gallons. He could not possibly have used that much water.

In an endeavour to get some satisfaction in this matter I rang up the Department of Water Supplies, and the department added fuel to the fire by saying that this man could get his meter tested if he paid 15s. I should have thought that once it had its attention drawn to such a difficult case the department would have done the job for nothing. The following letter was received from the department by Mr. J. Hollis of 11 Kenny Street, Bassendean:—

Dear Sir,

In consequence of representations made on your behalf by Mr. J. Brady, M.L.A., regarding 237,000 gallons of excess water registered on the meter at your premises for the consumption year ended 17th April, 1962, I wish

to inform you that a check reading made on the 6th instant confirmed the previous reading made on the 17th April, 1962. This revealed that 18,000 gallons of water were registered between the 17th April and the 6th June when the registration figure was 857,000 gallons, and in view of the evidence before the department there is no reason to doubt that the quantity of water registered on the meter was actually drawn.

I would explain that the difference of £19 4s. between the excess water charge of £13 7s. 9d. for the year 1960-61 and the excess charge of £32 for the consumption year 1961-62 is due to—

- (a) reduction of 28,000 gallons in the quantity of water allowed in return for water rates and for flushing purposes due to the water rate for 1961-62 having been reduced by one-third;
- (b) an increase of 90,000 gallons in the total quantity registered; and
- (c) an increase of 6d. per thousand gallons from 2s. 3d. to 2s. 9d. per thousand gallons in the price of excess water.

(Sgd.) B. J. Clarkson.

It would appear that this man, being unaware of the reduction in the water allowed to him, has used 28,000 gallons, by which the department has cut his water allowance. He has been charged for 90,000 gallons in addition; and to further rub salt into the wound he has had to pay 6d. excess on his excess water, because apparently he did not pay it in November.

There is no doubt that it is cases like this which make people defy the law, and induce them to take drastic action. This man has an ordinary kiosk in the city, and I doubt whether he would make much more than the basic wage; and for him to have to pay £32 for excess water in addition to his ordinary water rate means he is paying the equivalent of £1 a week for the water he uses.

I think the department, the Minister, and the Government should give early consideration to a review of the water rating system with a view to stepping up the domestic allowance to residents and reducing the excess water charge which is now being received from the public; because if consumers do not pay by November they must pay an excess of 6d. If I may be permitted to quote my own case I would mention that I do not think I received a water rate notice last year at all.

Mr. W. Hegney: You will get one this year, I bet!

Mr. BRADY: On the 28th or 29th January I received a final notice saying that I had not paid my rates. I paid them within three days; and this was received in the department's office on the 6th February. Yet I received a further notice three days later asking me to pay again. I had already paid; but the department will not allow me anything for that. It will, however, be prepared to charge me on excess water at the rate of 6d. extra.

I think the Minister might ask his officers to investigate this type of case, because the whole thing is just not good enough. I have the rate notices here with me; and I have the date when they were received in the Perth office, because it is stamped on them. I also have the date when they were sent out—this was two or three days after my cheque was received in the Perth office. Yet the department sent me another notice. I paid the department, and I still had to pay the excess rate of 6d.

There is no doubt that the department is putting it over the public by adopting such methods, and it would seem that the Minister could quite well initiate an inquiry into its activities, particularly when we find this sort of thing going on.

As I said before, I have received a petition signed by approximately 200 women from Eden Hill, Bassendean, Guildford, Midland, and Midvale, all complaining about the inadequate amount of water allowed them for domestic purposes. They are complaining particularly about the excess water charges which the Government is exacting from them. When I was canvassing during the recent elections one or two women—and particularly those in State Housing Commission homes—said that the State Housing Commission expected them to keep their homes up to a decent standard; and they were also expected to look after their gardens and maintain their lawns. In spite of that, they are experiencing all the difficulties attendant on the small amount of domestic water allowed them. If they use excess water they are charged 2s. 9d. per thousand gallons.

These burdens added to the hundred-and-one others which fall on the average home today are making life pretty difficult. There is no doubt that it is a case of the last straw breaking the camel's back. It is causing domestic upsets, and causing people to walk out of their homes; it is causing estrangement between husband, wife and family. I do not think the Government is doing the right thing by the ratepayers in adopting such tactics—I used the word "tactics" advisedly—in regard to the water supply system of the metropolitan area.

I refer to another matter, also concerning water. For seven or eight years, as member for the district, I have been trying to get the water supply extended into

Caversham. The residents of this area have been told by the department that water cannot be connected because there is not a sufficient number of consumers there, and that they can get a connection if they are prepared to pay the considerable cost involved.

I take a dim view of the promise made by the Minister for Water Supplies to the residents of Forrestfield during the recent State election and by-election for Darling Range, especially when for the past seven or eight years I have been trying to get the water connected to Caversham, particularly to the houses in Patricia Street and surrounding area.

I hope the Minister, in all justice, will not proceed with the Forrestfield water extension until the residents of Caversham, who have waited for 10 to 20 years for water to be connected, and who carry on the viticultural industry, are supplied with water. I would be failing in my duty if I did not mention this matter. An injustice will be perpetrated if the water is extended to Forrestfield and not to Caversham.

Today I asked the Minister for Works a question regarding the median strip between East Guildford and Midland. It is as follows:—

- (1) Has he received any complaints from the Midland Municipal Council regarding the median strip being set in the main road between East Guildford and Midland?
- (2) Does he intend to take any action in regard to the matter?
- (3) What benefit is supposed to be gained by median strips in the area referred to?

This was the reply I received from the Minister for Works—

- (1) No. The median strip being constructed in Great Eastern Highway is in the Swan-Guildford Shire Council area. It is not proposed to extend the median strip into the Midland Town Council area.

- (2) and (3) Answered by No. (1).

I ask whether this is a fair reply to be given to me, as a member representing the electorate.

The Minister has not told me what benefits are to be derived from this median strip. Last year, and the year before, there were a few uproars in this House over the median strip in Stirling Highway between Perth and Fremantle; yet here in Guildford we have a median strip about 18 inches wide. This strip has been carried along for about 150 yards. There are only two lanes of traffic on each side of it; and if a car or truck were to get out of control and block the two lanes, traffic

in the same direction would be unable to proceed to Perth because the median strip would prevent that. If the median strip had not been built, on such an occasion the traffic could go around the stationary vehicle. Last week, when it was raining heavily, one or two cars had engine trouble along this particular stretch of road, and traffic was slowed down to one mile per hour for hundreds of yards.

Having regard to the difficulties which the Minister experienced over the median strip in Stirling Highway, I would have thought that he would ask his departmental engineers whether there was any justification for the median strip between East Guildford and Midland. Surely he should have asked them what benefit would be derived from the construction of that strip. As far as I can see, this strip only aggravates the traffic position and creates a great danger to the motorist and pedestrian; and, in particular, to the cyclist. The cyclist would not have a leg to stand on.

Mr. Cornell: A cyclist would have no leg to stand on, whether or not he was hit.

Mr. BRADY: If a cyclist attempted to turn off the road he would very likely break his leg, or break the bike, so he has Hobson's choice. There seems to be a phobia in the Main Roads Department over median strips. The engineers of the department have been sent to America and Europe and have observed median strips which were built in the middle of highways 50 to 100 yards wide. They seem to think that they can build similar strips along highways which are only 4-lane highways; that is, two lanes on each side of the strip.

*Sitting suspended from 3.46 to 4.5 p.m.*

Mr. BRADY: Before the afternoon tea suspension I was drawing the attention of the Minister to the anomalies which exist in regard to water supplies, and in regard to the median strips in the Swan electorate. I hope the Minister will consult his departmental officers about the type of answers supplied to questions asked in this House. I asked the Minister what benefits were to be gained by the provision of median strips in that area; and he replied, "Answered by No. (1)". But there is nothing in No. (1) about any benefit.

Sometimes these things happen by accident; and I hope this is an accident. But if Ministers are deliberately supplying that kind of answer, I am afraid a great deal of trouble will arise. However, I hope that at some time the Minister will tell us what benefit is supposed to be derived by median strips, particularly in the area to which I am referring, where there are four lanes of traffic, two one way and two the other. The median strip

is 18 inches. When I hear what benefits are to be derived, I will discuss the matter further.

I now wish to refer to an article which appeared in the *Australasian Post* of the 5th July. The article, together with a letter, was sent to me. It is headed, "We Remember the Wrong Billy Hughes"—The 'Little Digger' was quite a fighter for Workers." It is a review of the book *Lips of Living Men* by John Thompson, and portion of it reads as follows:—

Hughes did a wonderful job here, for the people of the City of Sydney. In those days all the shops round the city used to keep open to nine and ten o'clock at night. There wasn't a rag shop in Sydney, as they termed them in those days (I don't want to mention their names, because they're still here), there wasn't one of them that wasn't open till nine o'clock, every night of the week except Saturday, and on Saturday they closed at 11 o'clock or midnight.

That was the standard. Boys and girls alike were expected to come in and start work at 8 o'clock in the morning. They'd work till 9 o'clock at night for five days a week, and on the sixth day they'd work till midnight.

They were a pitiful sight to see, those people. You could go into Oxford-st., or George-st., or Pitt-st., and you'd see those girls coming out very flimsily clad, out into the cold winter's night, and then starting to go home—and to walk home.

They'd get employment by working for six months for nothing, and then going on for another six months for a few shillings a week, and then, when they were supposed to be qualified to earn something towards £1 a week, they got the door.

Hughes put up a very good fight and I think—I don't suppose many people bother about it—I think there ought to be a monument to him. He put in the early closing. He said: "All right, the only way is to shut every shop at six o'clock."

So, as a private member, he engineered through the Parliament of New South Wales the Early Closing Act.

It's all very well nowadays to see these young people turning out of their shops at five and six o'clock or half-past four, or whatever time it is, but they all ought to take off their hats to Hughes, who worked (and he had to work) in order to get the Bill framed, and then passed through the Parliament of New South Wales.

The following is the letter which came with the extract I have just read. I do not know the writer's name; but the letter is appropriate, and reads as follows:—

Dear Sir,

I enclose page from this week's *Post*. Billy Hughes would turn over in his grave if he could see the hours that are being worked in chemists shops today.

If he visited the Perth suburbs he would see several chemist shops in each suburb—all blatantly open—some until 9 o'clock—some until 10 o'clock—some until midnight—and some even advertising blatantly that they give 24 hours' service.

These chemists are causing a general slackness during the correct business hours through the whole of the metropolitan area. The public have found that it is easy to get service at all hours—so they are going at all hours to get their prescriptions—most of which could wait until the next day.

Unless something is done to check the opening of pharmacies until all hours of the night—we will be back into the 1890s, and have to work 18 hours a day to make a living. Many pharmacy employees find they have to work "staggered hours," and in many cases are not paid overtime, but given "time off" instead, so that their employers can compete in this vicious circle.

Since neither the Pharmaceutical Guild nor the Shop and Factories officials appear particularly interested in this problem, then it is time for the Government to take some action, as it did in the case of garages, where the same anomaly arose. They were working 18 hours a day, some even longer hours. A law was passed that only one garage in a zone was to open "after hours." This opened until midnight every day in the week. For the first few months there were queues of cars obtaining their petrol "after hours"—now—very rarely do you see more than two cars in the "after hour" garage. The public have learnt to buy their petrol in normal working hours.

Perhaps we need another "BILLY HUGHES" to help us out.

If the chemists worked a roster system for each "zone" open from 8 a.m. to midnight each day in the week, the doctors carry enough in their "bags" to supply emergencies between midnight and 8 a.m., and nobody need offer "24 hour service." If a patient were seriously ill, and could not get to the roster chemist, I am sure that this chemist would

arrange for their medicine to be delivered. Strict policing as was done at the commencement of garage rostering would prevent infringement of this Act.

Can you find another "BILLY HUGHES" FOR US.

A Pharmacy Employee.

I thought I would read that letter to the House, because we know that the pharmaceutical industry is not the only one concerned. A number of advertisements are heard over the radio and seen on the TV to the effect that people will come to a person's residence all hours of the night to sell a TV and other commodities. I feel that the Minister for Labour, who administers the Factories and Shops Act, should have a look at this position.

It is true, as the article says, that in the old days shops would remain open until 9 or 10 o'clock at night. I remember that when I was a lad in Geraldton the general store was open until 11 o'clock at night. I can remember that as well as if it were yesterday. I can even tell members the name of the storekeeper.

We do not want to see pharmaceutical employees, or any employees, having to work long hours, and getting no overtime, and having to adjust hours to fit in with certain people who desire this type of trade. I know that certain businessmen who have been to America take every opportunity they have of making public speeches; and when doing so, they refer to the fact that in America a man can buy a suit of clothes at 2 o'clock in the morning as easily as he can at 2 o'clock in the afternoon.

It is not desired that we adopt American ideas in this country, if that is the sort of standards they have. We want to discourage that sort of thing and get back to a normal way of life. I hope the Minister will study the position and see that people are not encouraged to remain open at all hours. I hope it will be possible for him to ensure that people work only an 8-hour day or a 40-hour week, and that they work these hours in the daytime and not at night.

The next thing I wish to refer to, briefly, is the matter of the alteration of the regulations relating to visitors to licensed clubs. It appears that until recently members of recreation clubs in the metropolitan area could take friends to their clubs, and those friends would be admitted after a few minutes and could have a drink during a football match or a game of bowls, or whatever it was. But now the Licensing Court has laid down that visitors have to sign a card three hours before they go to the club. This will cause ructions. I have an article here which states—

The new regulations will be aimed at social clubs as distinct from sporting clubs.

The article also has this to say—

A long-standing provision in the Licensing Act allows the court or a stipendiary magistrate to issue a permit enabling clubs to admit extraordinary honorary members on any occasion for not more than seven consecutive hours.

There has been no definition in the Act of such a member and some social clubs have apparently taken advantage of this.

Then it goes on to deal with other matters.

I understand that visitors to clubs will have to tender their names three hours prior to going to those clubs; and that, apparently, will play havoc with the entertainment arrangements of the host clubs. According to the club secretaries, this matter could be relaxed considerably; the Licensing Court could get effective action in other ways. I hope the Minister will have a look at the position to see whether the three-hour period can be eased in order that the recreation clubs will not have to put up with the difficulty they envisage under the proposed regulations.

I have asked some questions of the Minister representing the Minister for Housing because I am inundated in my area with requests from people requiring houses. This morning, Mr. Fitzpatrick of the State Housing Commission rang me to say he had allotted a house in Ashfield to a lady at present living in Eden Hill. That woman has been waiting for approximately two years for a house. I think that, actually, she has for five years been trying to get a house somewhere near where her husband works at Hadfields. She has been living in a flat with her family of four, including children of mixed ages. Now, at last, she has been told she can have a house in Ashfield.

This sort of thing is going on all the time. Yesterday a man came to see me at my house. As members know, we sat late the night before, but he was at my place very early in the morning. For a period, this man had been trying, without success, to get a house; and so it goes on. At the Midland Municipal Council recently, Councillor Jackson, who is a real estate agent, was reported to have said—

That he had had no less than 24 people asking for homes on that very day, and the letter, he claimed, did not present the true picture.

I hope the Minister representing the Minister for Housing will have something to say to the Minister for Housing regarding the statement by Councillor Jackson and the remarks I have made. People like us, who live in the area, know there is a constant demand for houses and that people are frequently chasing land and going to estate agents but are not able to get any satisfaction in regard to acquiring a home.

I regret having to bring up the next matter with which I wish to deal, but it is inevitable that I do so. There must be some drastic amendments made to the Workers' Compensation Act in regard to employees who suffer disability. The Minister for Railways will recollect that about the middle of last year I wrote to him concerning a permanent way employee named Paul Jegorow, a New Australian, who came to this country approximately 12 years ago. He was a cabinet maker and french polisher, but he was put in the permanent way gang down the Great Southern because he was a New Australian. For 12 years he gave of his best to the railways, but last March or April he suffered an accident to his back. As a consequence he was off for a month or two, and then he had a 20 per cent. disability. He received a small sum of money for that disability, but he lost his job.

I felt that was a shocking thing so far as the Railways Department was concerned. Because I felt that way, I wrote to the Minister for Railways in the hope that he would see that there was, in the circumstances, a moral obligation on the part of his department, and on the part of the Government, to employ this unfortunate man. The Minister seemed to be sympathetic and I hoped that the man would ultimately be re-employed by the railways. But twelve months rolled by and the man was still out of work. He got a few hundred pounds, but he used that while looking for work and while registered with the Social Services Department.

I called on this man about six weeks ago and he was still out of work. He was in the process of trying to build a house for himself because his home had been condemned. The railways had received the best from that man for 12 years, but they were able to put him off. This department, which employs at least 4,000 men, could not employ the man. In desperation I waited on the Deputy Commissioner, on the 7th June last, to try to get Mr. Jegorow re-employed. On the 20th July I received this letter from the Deputy Secretary for Railways—

Following on your discussion with the Deputy Commissioner on 7th June last concerning Mr. P. Jegorow, inquiries have been made as to the practicability of re-employing Mr. Jegorow in suitable work.

However it has not been possible to so provide for him and the Deputy Commissioner regrets that his re-engagement cannot be proceeded with.

You will appreciate that the availability of such work is limited and in fact it has not been possible in recent months to provide employment for a number of workers whose injuries have prevented their continuing to work in their established posts.

It is obvious that the Workers' Compensation Act must be drastically amended if unfortunate workers, such as this man, have to bear the disability of injuries received by them in the course of their employment.

The State gets the benefit of their work and so does the railway system. The nation gets the benefit of their work, too; but if they are unfortunate enough to have an accident and sustain a disability as low as 20 per cent.—not 90 per cent. or 95 per cent.—they are sacked, and they go to the Social Services Department, which is expected to find work for them. I say this to the Minister for Railways: If the railways cannot find jobs for them, can private employers? Surely the moral obligation is on the railways; and the Minister is not going to tell me that everybody in the railways enjoys 100 per cent. health and physical fitness. He knows that is not so. I doubt whether 33 per cent. of the railway employees would be 100 per cent. healthy and 100 per cent. physically fit.

This unfortunate New Australian, who has been treated in the manner I have described, said to me that had he remained as a Polish prisoner in the prison camp in Germany, he would have been treated better than he was treated by the railways here.

It is my job, I feel, to draw the attention of the Government, and everyone else concerned, to the treatment that these people are receiving in Western Australia in the year 1961-62 when we are supposed to be a civilised community, and a responsible people with responsible Government.

I wonder what overseas people would say if they could hear that? I wonder, if the delegation that is going to London to get tradesmen were to repeat this story in and around the English towns, how many tradesmen and others they would get to come to Western Australia. Probably nil.

I hope the Minister and the Government, if they cannot provide these people with reasonable employment in circumstances such as this, will do the honest thing; the fair thing; the just thing; namely, amend the Workers' Compensation Act to give them workers' compensation and let the whole of the taxpayers bear the cost. Why should this comparatively young man have to go through life with a disability he received in the service of the Railways Department—a disability for which he received a nominal amount of £500; or why should we expect private employers to employ him when, in view of the circumstances, the railways should employ him?

The next matter I wish to speak on is that of kindergartens, which has already been referred to by the member for Canning and one or two others. The kindergarten branches in my area have asked me to see them and appreciate the difficulties they put up with in trying to carry

on their work. Having regard to the fact that other members have spoken on the subject, I will not be long in dealing with it; but I did see in this morning's paper that the member for South Perth had asked the Minister what assistance the kindergartens could expect; and I understand the Minister stated: Approximately £3,000.

I made some inquiries, and I understand, that £3,000 would not even balance their budget for this year: they want £4,500 at least to balance their budget. The kindergartens were hoping to get about £18,000; because we have the position, believe it or not, where school teachers and kindergarten teachers are employed on sweated labour conditions.

The rate of salary of a kindergarten teacher, to commence with, is £123—£2 10s. a week—less than that of an Education Department teacher, despite the fact that the kindergarten teacher has to do twelve months' additional training and has to work longer hours. Apart from that, a kindergarten teacher gets no superannuation and, I understand, no long service leave.

I think every member will appreciate the value of kindergartens. I suppose that 75 per cent. of members have, some time or other, had a kiddy attending a kindergarten or have had relatives with kiddies at kindergartens. The kindergartens mould the future citizens of Western Australia and they do a marvellous job relieving the mother in the home—particularly a mother with three or four children. Anyone who knows a mother with three or four children in a house will know the trials she has. If the children go to the kindergarten, they do not attend free; the parents have to pay from 12s. to 15s. a week for each child. But despite that, the kindergartens cannot get through. The mothers, in addition to paying the money I have already mentioned, run all sorts of carnivals, card parties, bazaars, fetes, and so on to raise money for the kindergarten.

Mr. Lewis: By whom are these kindergarten teachers employed?

Mr. BRADY: By the Kindergarten Union; and the Kindergarten Union is looking to the Government for assistance.

Mr. Lewis: It gets assistance.

Mr. BRADY: I spoke to the headmaster of a school last week, and he told me that the children from kindergartens who came into his school settled down six months earlier than those who came straight to the school from home. When the school opens, he immediately knows the children who have come from kindergartens. We can imagine the assistance that is to the Education Department and to the teachers.

Mr. Lewis: That is why the Government assists them.

Mr. BRADY: Apparently, over the last two decades, the community has recognised that these kindergartens are well worth while. Surely, therefore, they deserve much greater assistance than £3,000. I understand that there are at least 130 kindergarten teachers; and, as I have said, they are working under sweated conditions. Only the other day I heard of a trainee kindergarten teacher who, during her training period, receives £4 a week. Her travelling expenses amount to £6 a month; and so she is paying 30s. a week out of her £4 a week to enable her to travel back and forth to her home. This means she is left with only £2 10s. a week with which to clothe herself and provide herself with the other necessities of life.

Mr. Lewis: The amount of assistance is £43,000 and not £3,000.

Mr. BRADY: I understand the Minister is prepared to give them an additional £3,000 over and above what they have already been granted. Nevertheless, I believe the Kindergarten Union requires £4,500 in order to balance this year's budget, and therefore an additional £3,000 represents only a drop in the ocean. If the Minister cannot give them what they want, at least he could increase their present allowance.

Mr. Lewis: If I gave them £5,000 that still does not mean that they would balance their budget.

Mr. BRADY: The kindergartens are doing a worth-while job in the community, and I consider that £3,000 is entirely inadequate to assist them in the work they are performing. I know the Minister is sympathetic towards them, and I hope he will be able to see his way clear to increase their present grant. I think he mentioned a sum of £43,000. The fact remains that last year they received a total grant of £38,589, but the Kindergarten Union and the parents raised £63,000 by themselves. Therefore they raised nearly twice as much as the Government was able to grant to them. In view of those circumstances I do not think it is an unreasonable request to ask the Government to increase the amount which is granted to the Kindergarten Union.

I now wish to deal with the granting of long-service leave to the employees of the meat industry. Recently, I asked Mr. Nalder to receive a deputation from the representatives of the meat industry employees to discuss the question of the granting of long-service leave to those members of the industry who transfer from one Government department to another. I am not sure of my facts in this regard, but I understand the employees who leave the Midland Junction Abattoir to go to Wyndham every year

are not eligible for long-service leave. In reply to the request for a deputation, the Minister replied along these lines—

Since receipt of your letter of 21st May I have made enquiries relating to the question of long service leave for members of the Australian Meat Industry Employees Union.

These enquiries have convinced me that this is an industrial matter and for that reason is not within my jurisdiction. I regret, therefore, that I cannot accede to your request to receive a deputation.

If there is one group of employees in Western Australia who perform their duties efficiently and do a 100 per cent. job for this State, it is the meat industry employees. Despite the fact that they have a most difficult and unsavoury job, there has been a minimum of industrial trouble among them; and yet, when they attempt to obtain some recognition of continuity of service for the purpose of having long-service leave granted, the Minister replies that he is unable to meet them. This has been done despite the fact that a Bill was put through this House to allow all employees to be granted long-service leave; and as far back as 30 years ago Ministers for Labour agreed that if a man left one Government job to go to another his continuity of service would be recognised for the purpose of granting him long-service leave.

I recall that when men left the Boya quarry to work in the Midland Junction Workshops their service in the quarry was recognised for the granting of their long-service leave. Apparently the departmental officers, in this instance, have advised the Minister not to receive a deputation from the representatives of the meat industry employees; but I believe that when the Minister realises what an excellent job these men are doing for the State and appreciates the conditions under which they work he will be more sympathetic and reconsider his decision when the matter is again brought before him.

Turning to the field of education, I want to refer to the inadequate playing grounds in the primary schools in my electorate. I understand that some years ago, when The Hon. A. P. Watts was Minister for Education, a formula was laid down stipulating the number of acres of playing ground that should be provided for an infants' school, a primary school, and a secondary school; and if I remember correctly, the required area for a primary school was approximately five acres. I have a number of schools in my district, and two of them I can bring to mind readily are the Morrison Road Primary School and the Guildford School, both of which are short of playing ground.

Departmental officers have advised me that they are examining the matter with a view to effecting some improvements. However, I think the department has made an error by providing a combined playing area for both the Morrison Primary School and the Morrison Infants' School, and I hope the department will make a further examination of the position to see whether this mistake cannot be rectified. It seems rather strange that this position has existed for the past five or six years and yet the departmental officers are still examining it. If the Minister desires to raise this matter with his officers he can have a look at a letter from the Deputy Director of Education, which is dated the 25th July, and which refers to file No. 835/49.

I now wish to mention that recently the Premier and the Minister for Works interviewed the Midland Junction Council at Midland Junction, and I want to thank them for inviting me along. I did not arrange this deputation, although I was under the impression that it was the prerogative of the member for the district to arrange such matters. However, the Minister was good enough to invite me to attend. During that discussion the Premier and the Minister heard about six requests from the council, and I now have a letter here advising that three of them were not agreed to. Those three requests related to drainage works in Great Eastern Highway, Robinson Road, and Railway parade.

At this stage I would like to point out that the Main Roads Department is responsible for aggravating the drainage problem in these areas. That department put through a drain about half a mile from the Helena Vale racecourse, towards Robinson Road, which resulted in the flooding of this area in the early part of the winter. When I wrote to the department about the matter I was told that the drain should not be there, but it has been there for 30 or 40 years. The Main Roads Department has also built at the back of a residence a small drain which is totally inadequate to cope with the drainage in that district.

Members are well aware that, as a result of building concrete kerbing along many of our roads today, the water is dammed up and the area becomes flooded. The department should be doing proper drainage work in these areas or it should allow the various local authorities to drain the water off into drainage sumps. Instead of that, the department is only aggravating the position. I would therefore ask the Minister to discuss this question with his departmental officers with a view to assisting the Midland Junction Council to overcome the problem.



I am pleased to see the Minister for Health in the House, because I would point out that I wrote to him concerning the establishment of an after-care home for mental patients at South Guildford. The people in that locality are extremely concerned because it is proposed to house about nine or 10 mental patients in this home for the purpose of providing them with after-care. The Minister replied that he did not intend to take any action.

He may have felt that no action was justified, but the people in South Guildford are not at all happy about this proposed home. They say it will be a menace to the children in the district, and to the womenfolk who reside in this closely-settled area, when they are home at night alone because of their husbands being on night shift. They say it will also be a menace to the inmates themselves because the residence is close to a busy highway and, in the height of winter, the surrounding ground is flooded. Another factor which is against the establishment of this home in South Guildford is that jet planes fly immediately over it.

The Minister might tell us that his departmental officers have taken all these factors into consideration; but I would point out to him that the responsible members of the Slow Learners' Group, who dedicate themselves to the care of mentally-retarded children, were told they had to evacuate Hawkvale because it was considered that the area was no longer suitable for a home of that nature. If that is true, why is it considered proper that people who are in a more serious mental state should be housed in a residence in the South Guildford area for after-care treatment?

In fairness to the Minister I will say that I know the Casson Home in Mt. Lawley is situated in a closely-settled area and is very well run. Together with one or two residents, I met the people who are responsible for the conduct of this excellent home which, I must admit, I did not know was there despite the fact that I have passed through that area many times during the past 14 years. Therefore, that speaks volumes for the work of the people responsible for the administration of that home.

Nevertheless, I think that when this type of home is proposed to be established in any particular area the departmental officers should ensure that there will be no obstacles to surmount or no objections to be overcome. I am not saying this because I am the member for the district. I know of people in certain areas in the Eastern States who have shifted from their homes because of their close proximity to the airport from which jet planes arrive and land both day and night.

I enjoy perfect health and yet the departure of these planes from the airport during the night always wakes me up. Just imagine what effect it would have on a person suffering from some mental disturbance if he were awakened in the middle of the night with the terrific noise made by a jet plane flying overhead. So I hope the Minister will reconsider the matter and see whether it is not possible for this home to be established elsewhere.

Mr. Ross Hutchinson: This is a private organisation.

Mr. BRADY: Yes; but even though it is a private organisation it should not be permitted to jeopardise the health of these people.

Mr. Ross Hutchinson: Their health will not be jeopardised.

Mr. BRADY: I know the people conducting this organisation are doing an excellent job, but they are unaware of the many handicaps which will go against the establishment of such a home in that area. For instance, until I pointed the matter out to them, they did not know that this area became flooded in the height of some winters. In the wintertime the water comes through the homes in that locality to a depth of four or five feet and these homes are very close to the proposed mental home.

Finally I ask the Minister for Works to give consideration to the building of some major highways, or to expediting the construction of proposed highways in the Midland district because of the traffic congestion that has arisen. After football matches at the Bassendean oval, traffic has been held up for 20 minutes at a time because the vehicles could not get on to the highway, in view of the intense traffic in the vicinity of Swan Road, and Guildford Road between Bassendean and Midland. On occasions when the traffic from Helena Vale racecourse and the traffic from Bassendean oval meet, it becomes practically impossible for the patrol officers to handle it.

We are in the year 1962; and within a few years we will see established the standard gauge railway, which requires an expenditure of \$45,000,000. Just imagine the extra work to be done and the additional traffic which will use the roads in that area, when the workers go back and forth! Recently the road between Midland and East Guildford was being maintained; and as a result, the traffic was slowed or blocked for a considerable period. I do not want to see this constant problem arising and to hear the people of that district complaining.

The Minister should take steps to build the through road either from Eden Hill to the northern suburb, or through the Bellevue area. There has been great agitation for such a thoroughfare, because 16,000 to 20,000 people will take out new

car licenses to add to existing licenses. In these days nearly every working person or family possesses a motorcar, and the traffic density is being aggravated. I hope the Minister will look into my suggestions, and will ask his departmental officers to do the same. I am aware that my time is up, and I shall deal with other matters affecting my electorate when the Estimates are before the House.

**DR. HENN** (Wembley) [4.48 p.m.]: One speaker last evening said that some members liked to talk but others have it thrust upon them. In this connection I congratulate the member for East Melville on his appointment as Party Whip, because he has obviously been doing a very good job.

I would also like to congratulate you, Mr. Speaker, on your appointment. I am very pleased to have this second opportunity of congratulating you. I remember quite well when you sent me a note after I had made my maiden speech. I do not think you did that because of anything I said; I think you were delighted that I was able to get through my speech without collapsing. My mouth nearly seized up and I was shaking very much. I do appreciate what you did for me at the time, and what you did for other members in being indulgent and impartial.

I want to congratulate the new members who have been elected to this House; namely, the members for Stirling, Roe, Avon, Darling Range, Murray, and Canning. I congratulate the new members who have made such excellent maiden speeches.

The last time I spoke in this House I was member for Leederville, but I am now the member representing Wembley. On this occasion the problems of my district are a little different from the problems of the electorate of Leederville, which is an excellent and old district. The district of Floreat Park is much newer, so obviously the problems of my new electorate will be different.

The main problems of the Wembley electorate are concerned with schools, housing, and water supplies. In this connection during the last four months I have had a tremendous amount of work to do. In saying that, I am not reflecting on my predecessor who looked after the area very well and worked exceedingly hard. This area is growing so rapidly that it requires constant attention.

In speaking about the water supplies for the area I want to congratulate the Minister for Water Supplies, because I have achieved a most remarkable number of successes with his department, if one can call them such, in respect of the queries that I made. I want to refer to the names of one or two officers in the department. They have actually saved a great deal of the time of the Minister and saved me having to make many visits to see him. They have been very co-operative.

One of these officers is Mr. Stannard, who is an accountant of the department. Last session I had some problems in connection with water rates, and he was most helpful. Although I did not win all the cases by any manner of means, I found him to be most helpful, and my electors and I were very satisfied with the excellent explanations he gave. Another officer of the department is Mr. Benson. I have seen him quite a lot in the last four months and he has been most helpful. Many of the problems of my electors were solved by him very quickly and expeditiously.

Another matter affecting my electorate is the provision or the extension of schools. We have three quite new ones; namely, Wembley Downs School, City Beach School, and Floreat Park School. The one at Wembley Downs requires extensions, and very shortly the one at City Beach will also have to be extended. The extensions being made to the Wembley Downs School have caused some problems to arise in the use of the playgrounds of the new building. I have received several queries from my electors, and I have had to consult the Minister for Education and his departmental officers on numerous occasions. I received excellent co-operation from them; and I hope that co-operation will continue, because there are a number of problems yet to be solved in connection with schools and water supplies for the rapidly growing electorate of Wembley. I shall leave the problems of my electorate at this juncture, but I shall return to them on another occasion.

I have received a letter, dated the 31st July, 1962, from the Director of the Father & Son Welfare Movement of Australia. This was not unexpected, because I met the director when I chaired a meeting in my electorate a few months ago. I was so impressed with what he said that I offered him any assistance I could give. With the indulgence of the House I want to read portions of this letter, because I cannot hope to explain the objects of the movement better than they are set out here. The first part of the letter is as follows:—

The interest shown in the visit was quite significant. Firstly, remarkable enthusiasm was shown in the public lectures and talks which Mr. Robson gave to audiences of parents, mothers and daughters, fathers and sons and young people. His meetings were characterised by deep interest and capacity audiences. Some of these lectures were conducted in the Perth Modern School which the Director General of Education had kindly made available for the purpose, whilst others were held in the Holy Trinity Church.

Further, wherever Mr. Robson addressed established groups there was a most favourable and spontaneous

reaction. From all of these groups came the acknowledgment that the Movement had a unique contribution to offer and the establishment of a Branch of its activities in Western Australia would meet a widely felt need. The groups addressed included several Rotary Clubs, Legacy, Church congregations, Parent Associations, Associated Youth Committee, University Medical School Students, Claremont Teachers' College and others.

Mr. Robson was able to see one or two of the departmental heads while he was here, with a view to obtaining their ideas on the opening of a branch in Western Australia.

I now turn to the last portion of the letter which really indicates what this movement does and has done in New South Wales since 1926. It is as follows:—

For your information may I indicate that this Movement was established with Headquarters in Sydney in 1926 as a specialist organisation in the field of sex education and family guidance. By reason of the Movement's technique and approach it has won wide acceptance from State Health and Education authorities and Church leaders throughout Australia. Two of the Movement's main functions are the promotion of a vigorous basic sex education lecture programme and the publication and distribution of a wide range of reliable literature.

In its approach the Movement campaigns for sex education on the family level. In pursuance of this objective, one feature of the Movement's lecture programmes are its sessions for fathers and sons and mothers and daughters. These have tremendously wide appeal and in N.S.W. alone are reaching over 100,000 parents and young people a year. It is because of this emphasis of sex education on the family level that this Movement has gained such widespread support from Educationists and others. Further, the Movement's "Guide" series of publications are graded for age and are designed for use within the family situation though of course prove helpful in schools, organisations, churches, etc. The Movement's "Guide" series of booklets have now been published in editions totalling over 3 million copies and are accepted and recommended throughout Australia and New Zealand.

These functions will indicate clearly that the Movement's emphasis is on the preventive aspects. It is our firm conviction that by offering accurate information and assisting in the building of sound attitudes early in life that many potential problems are obviated and patterns for development of sound personality are laid. The

Movement's counselling service provides guidance for young people in regard to problems of adolescent development and in the area of boy/girl relationships and also for both parents and young people in problems of family relationships.

This letter covers the activities of the movement, and the obvious advantage of having a branch in Western Australia would be apparent to everyone; because great emphasis nowadays is laid, and quite rightly, on the preventive aspect of health, both mental and physical.

If my judgment is correct, this movement, in conjunction with the Marriage Guidance Council and similar bodies, will indeed overcome some of the problems of our community, such as sex crimes—a matter referred to by another member in this House. I am sure it will be the means of reducing the number of inmates in reformatories and prisons, and even the number of offenders who are apprehended for this type of crime. I shall leave the Father & Son Movement till a later stage, and I hope that members will interest themselves in it when they hear more about it.

There is another matter to which I would like to refer although not so vociferously or vehemently as did the member for Swan. I am going to refer to kindergartens in a different way. I am convinced that the kindergarten movement is essential to the scholastic system of the State.

I well remember, as a doctor, that many of my child patients were those who were in their first year or two at primary school. They were the bed-wetters, the nail-biters, those who had bad dreams, nightmares, and so on. It was apparent they were in their first year of primary school, and that was the reason why they had these disorders. In some cases they ran up against a nasty teacher who did not understand them, and that produced the same clinical effect.

Therefore I think most members will agree with me that there is a place for the kindergarten movement. One member mentioned that the kindergarten looks after one or two children while the mother goes to work. That is true; but the main purpose of the kindergarten set-up is to prepare children to become sane citizens and therefore more useful citizens and more adapted for life in this very difficult world.

I do not wish to wag a stick at the Government, because I think that up to date it has done quite a lot; but one must realise the State is growing at a terrific rate and we are going to require more schools and more kindergartens. I am sure the Government is aware of this and will be ready to assist as the population grows. Kindergarten teachers are not

receiving as much remuneration as the State school teachers, but I do not intend to go into that yet.

I now wish to refer to the subject of crosswalks, which I think comes under the jurisdiction of the Minister for Police. I am of the opinion that it should be an offence for anybody to run across a crosswalk. The very nature of the word "crosswalk" indicates that one should walk across it. As a motorist, I find it very hard not to hit a pedestrian who runs across a crosswalk, particularly if that pedestrian steps out from in front of a car that is parked immediately before the crosswalk.

If motorists have accidents at crosswalks, most of the decisions go against them; and I think it is about time the pedestrian was brought to heel and a regulation introduced to make it an offence for a pedestrian to run across a crosswalk. There is insufficient time for a motorist to observe a pedestrian who runs across a crosswalk, and a collision is almost inevitable, because the time in which the motorist can stop is made so much shorter. Therefore I hope the Minister will give some consideration to what I have said.

I have another small matter which I wish to address to the Minister who represents the Minister controlling the Electoral Department. I feel that when there is an uncontested election, either in the country or the metropolitan area, the Electoral Department should insert an advertisement in the *Daily News* the night before the election and in the daily Press on the day of the election advising the public that there is no election in such and such an electorate. I say this because I well remember that during the last election I was not able to get out of the house because I received so many phone calls from electors asking where they would go to vote for me.

**Mr. J. Hegney:** What a complaint!

**Dr. HENN:** They wasted a lot of money through having to phone me. It may have been all right for the Postmaster-General's Department; but I feel the Electoral Department might well have inserted an advertisement in the Press, particularly as in this case there had been a redistribution of seats. Six weeks prior to the election I delivered a pamphlet to every house in my electorate. This pamphlet showed the new boundaries; but nevertheless many people rang me up because they were unaware that there was no election in my district.

At the beginning, I said some people like talking and others are forced into it. I propose to leave my electorate for the time being and I will speak to this House on other problems at a later stage in the session.

**MR. HALL (Albany)** [5.6 p.m.]: Like other members who have spoken previously, I would like to extend my personal congratulations to you, Sir, on your re-election to the high office of Speaker. Some of the new members will find out the hard way, as I did, that you are big enough to enforce your decisions, particularly if they are passing through the doorway at the same time as you are. There is no doubt that the Speaker sets the standard in which Parliament is held in the minds of the people of the State. It is not an easy job to give rulings and be sure whether one is right or wrong. If wrong, I think he will receive some nudges from the right-hand side of the Chair. Once again, Sir, I do congratulate you on being re-elected to your high office and hope that you will treat this side of the House with a certain amount of leniency.

With sadness I would like to express my sympathy to Mrs. Roberts in the loss of her husband, the late George Roberts, who was a member from an opposing port. As Chairman of Committees he had, on many occasions, to tolerate my tirades on behalf of the port of Albany, and my attacking the port of Bunbury, not so vigorously perhaps as my predecessor, but nevertheless wielding the cudgel to obtain action from the Minister concerned and from the Premier. The late George Roberts was also a gentleman in his capacity of Chairman of Committees; and outside the House one could not have made a better friend. I extend my deepest sympathy to his mother and to his family.

I wish to congratulate the young Ministers who have attained office. I realise they will have many problems to face without having had the benefit of many years of parliamentary experience; and this will impose on them a very severe strain. No doubt as time passes they will become more hardened and will be able to parry some of the questions asked of them better than now.

I would like to offer my congratulations to both the member for Stirling and the member for Roe, particularly as they are so closely associated with the development of Albany. No doubt both of these members will have many problems which they will have to face up to, and possibly the member for Stirling will have more difficulties to resolve than the member for Roe, as his is a more prosperous electorate, and more advanced in development.

One of the things the member for Stirling has on his plate is the difficult task of endeavouring to force the development of Denmark. Quite a number of problems in that connection will have to be faced; and his are mine, as my electorate is a neighbouring one and the port of Albany serves Denmark and the Stirling electorate.

When one thinks of the restrictions that are placed on the removal of timber, one must realise that the hands of the local authority in that area are securely tied behind its back. Although there are no mills of any great size in the area, Whitaker's Mill does a good job. However, that mill is not able to cut timber close to Denmark.

The clearing of the land in Denmark presents a tremendous problem owing to the presence of gigantic karri trees; and clearing costs are large. We have restrictions on the cutting of timber because the Mines Department has reserved areas for brown coal and small quantities of ore. The result, of course, is a lack of development. So when we look at the facts we find that the member for Stirling has a big problem to deal with.

Any easement of his problems must be to the greatest advantage of the Albany electorate, as they are so closely linked. I do not intend to hammer these points because, as he progresses through Parliament, he will hammer his own requirements in regard to development. However, I can assure him that I will support him in every effort he makes for the development of Denmark, which I think has a tremendous tourist potential. In addition, I believe a small industry or two could be set up in that town. It will be necessary for the Government to provide some relief in that area.

In the south-west corner of the State clearing has taken place over many years and the whole milk industry has developed to about its maximum capacity. I suppose that portion of the State was as heavily timbered as the area to which I have referred; yet the timber was allowed to be cleared. The question could always be asked: Why did we allow that one corner to be cleared and prevent the other from being cleared? Why should the area to which I have referred be restricted when the other area has been allowed to develop?

With the increasing population that will take place around Denmark, through the electorate of Roe, and through the electorate of Albany, I am sure there will be a greater demand for a whole-milk supply. Therefore, consideration will have to be given to the clearing of this land. In this way the shire council will obtain a greater return in rates. I doubt very much whether the Stirling district shire council would be able to raise very much by way of rates, because of the insufficient number of ratepayers at the present time; and this must have its effect on the roads within the district.

I hope the member for Roe will follow the footsteps of his predecessor and do all he can to see that the roads in his area are developed, as they are also very

vital to the Albany electorate and the port of Albany. I would say that the provision of roads would probably be one of the greatest difficulties the member for Roe has to face. Perhaps some small industries could be established in that particular area, if the Department of Industrial Development makes a great enough research into that field of development.

That is a matter we can discuss later; and I am sure other members, as well as myself, will co-operate in regard to anything that is to the advantage of both electorates.

I now wish to mention the subject of television. We find that a notice of motion was given today by the member for Geraldton in order to force some action in his electorate.

Mr. Nalder: We cannot let him get away with that!

Mr. HALL: The approach, in the first instance, was made on behalf of the country centres. I put several questions to the Chief Secretary, who did his best on that occasion. Some action did result, but unfortunately it looks as though our commercial stations cannot afford this amenity at the moment.

I do not regard television as being a luxury for areas so decentralised. In my opinion, television should have been introduced into country areas first and not last, because of the lack of sporting facilities, and the lack of entertainment in those areas where primary production, which is the backbone of this State and of the Commonwealth, is carried out.

To the members for Roe and Stirling I say that I trust we shall be able to pull together for the better development of the southern part of the State. The potentialities are there and the assets of the area cannot be disputed. As the former member for Eyre would have said, we should have another State. I have not gone that far; but sometimes I feel like building a brick wall in the vicinity of Narrogin so that we could block off the southern part of this State. If that happened, advantages would pour into the best part of this State—if it cannot be termed the main part of the State! The area would then have an opportunity to achieve maximum development.

I asked a question in this House concerning a newspaper article which referred to Government drivers, and drivers of school buses. With regard to ministerial journeys, the Leader of the Opposition and the Deputy Leader of the Opposition are responsible persons; and when they are travelling from place to place to keep appointments they should be protected as much as possible. I do not wish to reflect on the drivers of ministerial cars. However, I think it is most important that drivers should undergo periodical

medical examinations. I am sure they would agree with this, as it would be in their own interests as well as in the interests of those they convey from place to place.

Today's life is all hustle and bustle. Ministers are forever opening functions or attending meetings, and they have many duties to fulfil. They may have two or three engagements in one day. Medical examinations for drivers are most important. They may be suffering from a complaint about which they have little or no knowledge. Such examinations would also constitute a safeguard against accidents, which are liable to be faced by Ministers of any Government.

My views also apply to drivers of school buses. I had hoped that the Minister would be in his seat to hear my remarks. The following appeared in the *Albany Advertiser* on the 10th July, 1962, under the heading, "Sudden Death":—

A man who complained of feeling ill while watching a soccer match on Sunday was dead on arrival at the Albany Regional Hospital.

I will not mention the man's name; but he was aged 48, and was a bus driver. He had terminated his employment as a school bus driver on a Friday, and on the Sunday he had a heart attack while watching a football match. This incident merely serves to illustrate my point regarding drivers of ministerial cars. There is the possibility of anyone collapsing behind the wheel of a vehicle, and everything should be done to avoid such a catastrophe. I asked the Minister the following question:—

Is it compulsory for drivers of school buses to undergo medical examination before appointment, or being licensed to drive school buses?

The Minister replied, "Yes." I then asked the Minister whether drivers were compelled to have periodical medical examinations, and his answer was "Yes." I should like to ask the Minister to check that statement and not accept it as a departmental statement.

Dr. Henn: Bus drivers have to have a medical check-up every three years.

Mr. HALL: That is too long a period.

Dr. Henn: If it was held more frequently you would say the doctors were trying to make money.

Mr. HALL: I would say they probably are. I also asked the Minister whether the Government would be prepared to meet the expenses of those who were examined, and his reply was "No." I think he is a relative of the Treasurer!

Mr. Brand: You have got plenty out of me.

Mr. HALL: Who should accept responsibility for these medical examinations—the proprietors of the school buses or the Government—is of secondary importance when compared with the suffering which could be caused to children, and the turmoil caused to their parents through an accident.

I come now to the matter of the third berth at Albany. The Minister for Works will appreciate that one! He assured me that he had recently visited the foreshore road. However, I have heard nothing further from him. I think we are fully able to substantiate a claim for the further development of Albany Harbour and the foreshore road. Statistics show that 59 vessels entered the port of Albany in the year 1950-1951, having a gross tonnage of 432,777 tons. In 1954 there were 67 vessels; in 1957-1958 the figure increased to 124, and there were 122 vessels in 1958-1959. In 1959-1960 the total was 137; in 1960-1961 the total was 133; and in 1961-1962 the total number of vessels was 146. The gross tonnage in 1961-1962 was 1,200,561 tons.

This is adequate proof of the progress which has been made since 1950-51. I have not elaborated on the inward and outward tonnages, as I have no wish to delay the House. The following is an extract from the *Albany Advertiser* dated Tuesday, the 31st July, 1962.—

More ships called at the port of Albany than either Bunbury or Geraldton in the twelve months ended June 30, 1962, but Geraldton handled the greatest tonnage of cargo.

For the twelve months Geraldton's inward and outward cargo totalled 661,715 tons, Bunbury 605,648 tons and Albany 515,322 tons.

Mr. Ross Hutchinson: That is the lowest of the three.

Mr. HALL: I would not say that. The tonnage of inward cargoes into Albany totalled 152,210 tons. For the previous year the total was 139,926. Outward cargoes totalled 363,112 tons, compared with 328,309 tons the previous year. Grain exported from Albany totalled 343,023 tons, compared with 297,794 tons the previous year. I consider that further harbour development is well justified.

Although the Minister sympathised with the unemployment situation, no public works were instituted to ease the position.

Mr. Brand: How many unemployed are there at Albany at the present time?

Mr. HALL: That question is very difficult to answer. The figure is increasing, and will increase particularly this month because of the lack of construction. Borthwicks has never been in a worse position

since its inception. For the first time for many years the woollen mills are laying off men in one section. Hospital construction has ceased, and the programme of public works has practically collapsed. The Minister spoke, prior to the election, about a sewerage scheme. That might have overcome the problem of unemployment, but nothing has been done about it.

The Premier asks me for the unemployment figure. I would say to him that the figures taken from the Commonwealth Social Services Bureau are not correct. If the situation worsens and we are unable to obtain the correct figures, we will endeavour to obtain them by setting up a bureau of our own—I refer to the Australian Labor Party in Albany—and we will ask the public to register there in order to get the true picture. The figures would include pensioners who are unable to supplement their incomes with casual work. The unemployment situation will worsen over the next three months, when we will get a truer picture.

Mr. Brand: Is the situation in Albany different from anywhere else?

Mr. HALL: I believe there were a number of men employed at Narrogin. It is hard for a married man when he is sent to Narrogin from Albany and has to keep two homes going. Domestic problems arise and there is a strain on the man concerned.

Mr. W. A. Manning: They should shift to a good town.

Mr. HALL: If Narrogin came in with Albany, Albany would become a really good town. It is the Government's responsibility to institute a programme of public works in Albany. I appreciate that the Government is endeavouring to distribute construction projects all over Western Australia. The reclamation of the foreshore could be taking place at Albany and further development undertaken in accordance with the Tydeman plan.

Mr. Brand: Reclamation of what?

Mr. HALL: The reclamation of the foreshore could be undertaken very simply.

Mr. Brand: Would that employ many men?

Mr. HALL: The work on the foreshore road, which would follow the reclamation, would. Perhaps a causeway could be built and the area filled in by a slow process of reclamation and dredging work. This would provide industrial sites which could be sold, and eventually all the old buildings along the foreshore could be demolished. The money obtained from the sale of the industrial sites would more than pay for the reclamation work and building of a foreshore road. It is a sound

economic proposition, and I am not asking for something for nothing in this instance.

With the development of the foreshore road, and the carrying out of reclamation work, these industrial sites could be leased or sold and this would be of considerable benefit. The old buildings that are there at present are ready for demolition because they do not comply with the local authority by-laws. I leave that thought with the Minister and the Premier for further consideration, as I believe the project is a worthwhile one. A considerable sum of money is being spent there and the Ampol Company is establishing an oil base in that area. In my view, if we can attract more shipping to the port by providing better bunkering facilities I am sure it will be of tremendous value to the district.

Also, our statistics should be brought up to date, and in this respect I am happy to say we have the co-operation of the Federal Minister for Shipping, Mr. Opperman. He has agreed that the shipping companies should bring their logs up to date and this should greatly assist Albany and its development as well as the development of Roe and Stirling.

In this regard I believe we should try to open up a timber town at Tone River. The Hawke Labor Government put up this proposition several years ago, but up to date nothing has happened, the obvious reason being that we do not seem to have been able to unload our timber. However, today that is not quite the position and a movement is taking place in an endeavour to do something about the opening up of this area. Now that import restrictions have been reimposed on timber I feel confident that our exports will increase and our timber will come into its own.

Mr. Rowberry: Hawker Siddeley are going to put a sleeper mill there.

Mr. HALL: If Hawker Siddeley can establish a timber mill there, instead of at some other town, so much the better.

Mr. Rowberry: This is at Tone River.

Mr. HALL: Then that suits me. I do not care who opens it up so long as one is established and all the requirements of the mill are obtained from Albany, and if there is to be any export of timber that it be done through the port of Albany.

Mr. Hawke: Very unselfish.

Mr. HALL: I believe the establishment of a mill at Tone River would be an advantage to that part of the State, and it is of no use talking about Hawker Siddeley or anyone else in this regard. If they can open it up, so much the better.

I think that company has a pretty good grasp of things in the State now, along with the other companies such as Buntings, and we might as well reconcile ourselves to the fact and get whatever advantages we can from them. If that company is prepared to open up a mill at Tone River the sooner it does so the better it will be.

I should now like to discuss the question of housing, and refer particularly to single pensioners. Apart from the Swan pensioners' homes, established by Mr. Cleaver in South Perth, I do not know of any homes for single pensioners in this State; there are certainly no homes in country areas, but I do know of the existence of many applications for homes.

Mr. Rowberry: I can tell you of one in Manjimup.

Mr. HALL: I can tell the honourable member of more than one in Albany. The trouble is that there are no homes available for single pensioners and they are forced to exist in old buildings. However, when the local authorities enforce their by-laws the inevitable result is that these old buildings are demolished and so these old pensioners have to move somewhere else—they are shifted from pillar to post. We do have the pensioner cottage scheme, which provides for two-unit families, and if one passes on the other is allowed to remain in the cottage, but that means that a double unit is being tied down for a single pensioner.

It is obvious that the whole problem will have to be looked at very carefully. Housing for the aged is just as much a matter of urgency as housing for the young. When young people get married they are in almost the same position as a single pensioner. They take a flat or they rent a beach cottage and they move on from there; they are not able to settle down and rear their families as they should be able to do.

The housing of natives is also a matter of serious concern; and one problem which the Minister for Native Welfare will have to face before very long is the housing of our native students in hostels when they reach the stage where they require secondary education. If we check statistics we will find that there are large numbers of natives around Narrogin, Gnowangerup and through to Albany who have to be housed, and we have to decide whether the native children can be assimilated in the hostels. The question is: Will the hostels accept them, and will the white children in the hostels accept them? If not, are we going to build new hostels where they can be housed and so be assimilated in the white population?

Native children are being educated in the primary schools and many of them are undergoing secondary education, and we

have to ask ourselves how they are being treated. This, too, is a matter which must be looked at very carefully, and it is something that affects the Minister for Native Welfare under both his portfolios of education and native welfare. It is obvious that as time goes by the native reserves will disappear. The old natives who are now on the reserves will pass on and the younger natives who are receiving so much more education these days will require accommodation in the towns. They are raising their standards and as they become assimilated the reserves will disappear. Once that has happened we will have taken a big step forward in improving the conditions of our natives. The housing of natives generally is of great importance, but the housing of native students is just as important and we have to do everything possible to make sure they are protected and well looked after.

To get back to the housing of young married people, we find there is very little inducement for them to get married these days because of the lack of housing; although there has been one step forward in that we have read of their queuing up at the doors of the R. & I. Bank to obtain homes on £100 deposit. But how many of these homes are available in country areas? I do not know of any. In my view we should give young married couples the opportunity to obtain houses on a low deposit and with a reducible rate of interest. Ex-service personnel can get a War Service home on a low deposit and the rate of interest is about 2½ per cent., I understand.

I am not speaking in a derogatory fashion about ex-service personnel, and I do not say that they should not be provided with housing at a low rate of interest; but surely it is just as important to give our young people who are now getting married a chance to obtain their homes under similar circumstances. For that reason I suggest that consideration be given to this question, because our young married people are so important to the future of this nation. It is a problem that has to be tackled, and the sooner it is the better it will be for all concerned, no matter what Government is in power.

I should now like to discuss electricity, and I have already tackled the Minister for Electricity on the failure of the power supply at Albany recently. All industries are dependent upon power, or electricity, whichever term is most applicable, and on water. At the moment in Albany the piecemeal set-up on the south coast supplemented scheme will probably meet the domestic water needs of the district for a period of time; but if we are to attract industries to the area, as we must do in the interests of decentralisation, from the metropolitan area, from other States, and from overseas if possible, we must provide them with plenty of water. I know that



the Minister has in mind a scheme under which the Albany water supply will be supplemented from Denmark. I understand surveys have been carried out and if the water is up to standard, and the required amount is available, I cannot see anything wrong with the proposition.

However, I think he has available to him a proposition which could more easily be put into effect—I refer to the linking of the Waychinicup scheme with the Two People Bay scheme. First class water is available at Waychinicup as was proved by the answers I received to questions I asked on the salinity of the water. Admittedly at the moment the pipeline for the Two People Bay scheme comprises many different-sized pipes running into the town, but if these were replaced by one standard line of a decent size, and the Two People Bay scheme were supplemented by the Waychinicup scheme, I think the Minister for Water Supplies would have a supply which would serve industry, commerce, and domestic life in Albany without any bother for many years. There is no doubt that whichever scheme is adopted the Minister will make sure that it is the most economical one.

The distance is similar for both schemes; and although perhaps the linking of the Two People Bay scheme might be a shade shorter in length, some of the pipes now in use on that scheme would have to be replaced. However, either scheme would materially assist the situation at Albany and personally I favour the Waychinicup-Two People Bay scheme. I ask the Minister for Works to give the matter his earnest consideration because there is a pressing need for the reticulation system to be extended along the Albany Highway, along the Denmark Road, and also out in the Lower King area.

In the Lower King area the people are all trying to draw their water off the main where it passes their properties, but they are unable to do so because it is just not available to supply them. The Minister can check that statement if he wishes to do so. So far as the extension of the scheme along Albany Highway is concerned, the matter is now before the Under Secretary for Works who is having it investigated and I am hopeful that there will be some easement of the position in the very near future.

The next matter I would like to discuss concerns the Premier; and I refer to tourism. There is no doubt that the Tourist Development Authority is endeavouring to do the best it can with the limited funds available to it; but in Albany, particularly, there are many tourist attractions which have never been exploited. Albany has some of the greatest tourist attractions of the State; and if only more money were made available to

people to develop these attractions, it would materially benefit the State. Some money has been channelled to different areas to help develop tourist attractions; but is the money going to the places which will show the best return in the shortest possible time?

Albany has a great tourist potential which should be developed, and towards this end a great deal more capital should be provided. Denmark and the Stirling area, too, should be further exploited. There are some wonderful ranges in the Stirlings which need to be publicised as tourist attractions, and I place these proposals before the Premier in the hope that he will give consideration to them.

I believe that more financial assistance could be given to those private people who have tried to establish tourist attractions with the limited capital available to them. The money could be provided on the basis of a loan repayable over a period of years, and with a small interest rate. This would allow them to extend their activities further in the tourist field.

Now I come to one of the most talked-about proposals in years. We have all been reading in the Press for some considerable time articles and information concerning the establishment of a naval base in Western Australia. Two likely places have been mentioned; namely, Cockburn Sound and Albany. One hears many rumours of surveyors visiting Albany, of the possibility of rocket bases being established there, and the siting of other installations for the protection of both Western Australia and Australia generally.

The establishment of a naval base is rather a ticklish problem unless one is very well acquainted with the advantages to be gained from having such a base. Not being an old seadog, I know very little of the disposition of a naval base to cope with marine warfare. Without fear of contradiction, however, I could say that if one is to be established at all, a naval base at Albany would have many attendant advantages. There are certainly facilities available for such a base at Albany, where there is a harbour with a 70 foot depth of water, and more. Apart from this there is ample virgin land in Frenchman's Bay, together with an abundant supply of water.

On the other hand, let us consider the other parts of the State about which we hear so much in relation to the establishment of a naval base; and let us see how dangerous and how hazardous a siting there would be. We all know that in and around Fremantle there is situated an arsenal, together with ammunition and powder kegs which would constitute a very grave hazard. Quite apart from this,

there is the British Petroleum refinery, the steel mill, the alumina works, and the South Fremantle power house—these are all very close to the Fremantle harbour. Then we have the glamorous backdrop of the city of Perth. It would not take much imagination to visualise the destruction that could be done by just one megaton bomb. If such a missile were dropped from the air or fired from a submarine it would wipe out the entire metropolitan area. It is difficult to picture any area that would be more vulnerable. It comprises two-thirds of the State's population, which would be completely destroyed if such a bomb were dropped.

Mr. O'Connor: What would happen to the people of Albany if one fell there?

Mr. HALL: That is the whole point. The population of Albany is never likely to be anywhere as large as that of Perth and Fremantle.

Mr. Ross Hutchinson: It would not need such a big bomb.

Mr. HALL: As the Minister knows, five well-placed atom bombs would destroy almost the entire population of Australia, quite apart from crippling the industries in the Eastern States, on which we depend so much. If a naval base were established at Fremantle I have no doubt that the Russians would clap their hands. It has been brought home to us very forcibly just how vulnerable we are.

I would now like to touch on something about which I feel sure the member for Wembley will agree with me. I refer to our great need for blood and blood plasma. There is an article in one of the papers which indicates that our need for blood exceeds our population growth. Dr. Braine is reported to have said that only one in 20 people who could be donors in the metropolitan area did give blood. The donors in the metropolitan area number 11,489 out of a population of 400,000. I am quoting the 1961 population figures. This means that we have something like 388,511 people in the metropolitan area who are not donating blood.

Mr. Heal: How many have you in Albany?

Mr. HALL: We find that in the country we have 13,328 donors.

Mr. W. Hegney: Your blood is worth bottling!

Mr. HALL: There we have a very good comparison. As the member for Mt. Hawthorn has said, our blood is worth bottling. It proves that the blue bloods and the full bloods do live in the country areas. However, the necessity is there; and as the medical profession knows, the need for such blood is increasing.

The advantages of blood and blood plasma are very well known, and such blood is very necessary for transfusion purposes and so on. So it is very urgent that as many people as possible should come forward and donate blood to the blood bank.

Mr. J. Hegney: What is the Government doing about it?

Mr. HALL: That is the point: What is the Government proposing to do about it? We find that in the metropolitan area people are always in a hurry to go somewhere or other. In the event of a catastrophe, however, there would be a great drain on our supplies of blood and blood plasma, and it would be necessary to replenish such supplies. I wonder whether the donors are recompensed in some way for donating their blood?

Dr. Henn: Yes.

Mr. HALL: Do the donors get paid for loss of time, and are they given a travelling allowance when they go to and from the centre? Are they being compensated in any way?

Dr. Henn: Yes; and they are compensated in the knowledge that they are saving people's lives.

Mr. HALL: If their employers let them off and they get their wages, then no harm is done. But there is still the question of transport; and some of them have to travel long distances.

In the country centres we go to the people and ask for donations of blood. We do not depend on the people to come to us; because they are always in a hurry catching buses and so on. We visit the industrial establishments in the country area where we are given donations freely. There is no doubt that the country people are doing far more by way of donating blood than those in the metropolitan area. The figures speak for themselves. We find that in the metropolitan area there are only 11,489 donors; whereas there are 13,328 donors in the country.

Before terminating my speech on that note, I would just like to say a final word to the Minister for Electricity; to warn him of the severe reaction to the power failure by industry, commerce, and home-dwellers in Albany. There was an editorial in the *Albany Advertiser* asking for the retention of the Kelly Street power house until such time as the system had been proved, and until the emergency unit to supply Denmark and Mt. Barker had been installed.

Debate adjourned, on motion by Mr. Mitchell.

House adjourned at 5.53 p.m.