

Legislative Council

Wednesday, the 21st August, 1963

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

QUESTIONS ON NOTICE

WATER SUPPLY AT ESPERANCE

Reduction of Rates

1. The Hon. G. BENNETTS asked the Minister for Mines:

As much concern is being expressed at Esperance regarding the non-installation by the Government of a softening plant for the town water supply, and as most of the homes have already been provided, at considerable expense, with individual supplies of bore water, will the Government give urgent consideration to instituting a specially reduced water rate to those residents who do not require water from the town supply?

The Hon. A. F. GRIFFITH replied:

In all towns rated under the Country Areas Water Supply Act there is no differentiation between ratable properties having their own water supply and those which have not. It is not intended to make any exception in regard to Esperance.

PASTORAL INDUSTRY

Reports by Mr. W. V. Fyfe and Mr. Grant Smith: Tabling

2. The Hon. F. J. S. WISE asked the Minister for Mines:

- (1) Will he table the files on which is the report of the pastoral industry made by Mr. W. V. Fyfe during the latter part of 1958?
- (2) Will he table the files dealing with reports on the pastoral industry of the Kimberleys made by Agriculture Department officer Mr. Grant Smith during the past two years?

The Hon. A. F. GRIFFITH replied:

- (1) The file is in active use in connection with legislation now being prepared by the Crown Law Department, in relation to pastoral leases, and is therefore not available. However, copies of relative reports have been extracted and are tabled.

- (2) Yes.

The reports were tabled.

DEEP DRAINAGE

Shires of Perth and Bayswater

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

- (1) Has any decision been made on provision of finance for the deep drainage of the undermentioned areas:—
 - (a) Camden Street and Kensington Avenue, Inglewood, in the Shire of Perth;
 - (b) Woodrow Avenue and Wandarrie Avenue, Inglewood, in the Shire of Perth; and
 - (c) Hampton Park in the Shire of Bayswater?

- (2) If the answer is "Yes", will an early start be made on the work?

The Hon. A. F. GRIFFITH replied:

- (1) (a) Yes.
- (b) No.
- (c) Yes.
- (2) Work will commence as soon as practicable.

WATER SUPPLY AT ESPERANCE

Installation of Water Softening Plant

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

- (1) In view of the proposal to reticulate bore water in the Shire of Esperance townsite, will the department reconsider any decision made not to install a water softening plant?
- (2) What would be—
 - (a) the initial cost; and
 - (b) the daily running cost of such a plant?

The Hon. A. F. GRIFFITH replied:

- (1) With the availability of a water softening plant at Kalgoorlie further consideration is being given to the installation of such a plant at Esperance.
- (2) (a) Approximately £7,000.
(b) Approximately £8 per day.

T.A.B. FACILITIES

Availability for Goldfields Racing Round

5. The Hon. J. J. GARRIGAN asked the Minister for Mines:

Is it the intention of the Totalisator Agency Board to make facilities available in their agencies in Kalgoorlie, Boulder, and surrounding districts to enable people in those areas to bet on local races and trots during the annual goldfields racing round this year?

The Hon. A. F. GRIFFITH replied:
Yes.

FREMANTLE HARBOUR TRUST

Handling Charges, and Receipts

6A. The Hon. J. DOLAN asked the Minister for Mines:

- (1) In the assessment of handling charges on cargo discharged into its custody from vessels, does the Fremantle Harbour Trust take into consideration the amounts paid as wages to the tally clerks employed to prepare receipts for such cargo?
- (2) If the wages of tally clerks are included in the assessment of cargo handling charges is there any reduction in the scale of charges levied by the Fremantle Harbour Trust when the shipping company concerned intimates that no receipt is required for the cargo discharged?

(3) If no financial benefits are derived from a non-tally of cargo discharged from vessels, why do not employers insist on a receipt at all times?

- (4) (a) Does any person, or do any group of persons, engaged in the transport of goods by any means whatsoever, become a "common carrier"?
(b) As such, is not he, or are not they, obliged to issue receipts for all goods received by him, or them, for transportation and to demand a receipt for all goods delivered to some other person, or persons, after transportation?
(c) Is it not in the best interests of the State Shipping Service to insist that it be issued with a receipt for goods which it has transported and over which it relinquishes custody?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) As shipping companies require receipts the situation envisaged by the question does not therefore arise.
- (3) Answered by No. (2).
- (4) (a) This is a matter for legal opinion.
(b) This is a matter for legal opinion.
(c) The State Shipping Service has always ensured that a receipt is given by the consignee when the goods transported by them are released.

STATE SHIPPING SERVICE

Establishment of Goods Depots

6B. The Hon. J. DOLAN asked the Minister for Mines:

- (a) For the purpose of containerisation of small packages, does the State Shipping Service propose to receive goods for shipment on State-owned vessels at depots to be established outside the Fremantle wharf area?
- (b) If the answer to (a) is "Yes," what is the present intention of the State Shipping Service in regard to the engagement of labour for such new depots?

The Hon. A. F. GRIFFITH replied:

- (a) Yes.
- (b) The intention of the depot is to facilitate the receipt of small consignments for the convenience of clients, and labour normal to a warehouse will be engaged for the receipt and packaging of the small consignments.

WATER SUPPLY IN WATTLE GROVE AND FORRESTFIELD

Reticulation and Guarantees

7. The Hon. N. E. BAXTER asked the Minister for Mines:

With reference to advice received by letter dated the 13th August, 1963, from the Minister for Works and Water Supplies, that it was proposed to commence work on the 19th August, 1963, on an extension of water mains and reticulation of the Wattle Grove-Forrestfield district, will the Minister advise—

- the number of consumers whose properties will be reticulated during the next twelve months;
- what arrangements have been made with property owners in regard to guarantees;
- what total amount of money will be required by way of guarantee from property owners; and
- whether it is a fact that work has commenced on the Maida Vale end of the proposed extensions instead of the William Street end as set out in the letter from the Minister referred to above?

The Hon. A. F. GRIFFITH replied:

- Water will be made available to about 90 improved properties. This number could vary depending on development along the water main.
- Generally for payment of a guarantee of £7 a year for 10 years.
- Total amount is not known as yet, and could vary with development in the area before the scheme has been completed.
- Because of availability of smaller pipe, work has commenced at the Maida Vale end.
The letter did not state work would commence at William Street end.

8. *This question was postponed.*

T.A.B. AGENTS

Guaranteed Wage in Small Towns

9. The Hon. J. J. GARRIGAN asked the Minister for Mines:

In small towns where the holdings of T.A.B. agencies are insufficient to give the agent a reasonable living, is it the intention of the board to guarantee these agents at least the existing basic wage?

The Hon. A. F. GRIFFITH replied:

No, because in such cases the position will only be part time; but the board will adopt a fair policy.

SONS OF GWALIA MINE

Population of Towns, Men Employed, and Value of Gold Produced

10. The Hon. E. M. HEENAN asked the Minister for Mines:

- What is the present population of—
 - Leonora; and
 - Gwalia?
- How many men are at present employed on the Sons of Gwalia Mine?
- What is the value of gold produced by this mine during—
 - the past twelve months; and
 - the past six months?

The Hon. A. F. GRIFFITH replied:

- The latest figures available from the Commonwealth Bureau of Census and Statistics are for the 30th June, 1961—
Leonora, 401.
Gwalia, 569.
- Men on payroll June, 1963—261.
- Gold produced—
 - 1/7/62 to 30/6/63—30,215.68 fine ozs. approximate value £476,275.
 - 1/1/63 to 30/6/63—13,713.68 fine ozs. approximate value £216,162.

QUESTION WITHOUT NOTICE

CARSON RIVER STATION

Improvements

The Hon. H. C. STRICKLAND asked the Minister for Mines:

Referring to my question yesterday concerning Carson River Station, the Minister is asked to define the nature of improvements recorded to be valued at £4,800.

The Hon. A. F. GRIFFITH replied:

The honourable member was good enough to indicate that he would ask this question and I have obtained the information required. The answer is as follows:—

	£
5 Cattle yards	1,100
14 miles of fencing	2,500
Main building	1,000
Huts and horse yards	200

Total: £4,800

MARINE STORES ACT AMENDMENT BILL

Standing Orders Suspension

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.48 p.m.]: I move—

That so much of the Standing Orders be suspended so as to enable a Bill for "An Act to amend section two of the Marine Stores Act, 1902-1948" to be taken on receipt of a message from the Legislative Assembly and to have precedence each day before the Address-in-Reply, and to be passed through all stages at any one sitting.

I believe that the House will require some explanation, even if it is a brief one, of the necessity to ask members to agree to the motion.

Once again may I preface my remarks by saying that if this permission is given it is not my intention to have the Bill dealt with with any undue haste. My colleague, the Minister for Police, is anxious to take action which will restore the *status quo*. At the present time the Bill is in another place and I understand it will be dealt with today. As it is now Wednesday I am not sure, at this point of time, whether we will receive the Bill today, but I repeat: It is not my desire unduly to hasten the passage of the measure but rather to give members time for it to be considered. Advantage will accrue if members agree to a suspension of Standing Orders.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [4.49 p.m.]: I think we may fairly and safely take the assurance of the Minister that the result of this motion will not be in any way prejudicial to the passing of the Bill by any hasty action on his part.

There is one point I would like to suggest to the honourable gentleman and that is when he prepares his speech dealing with the Marine Stores Act Amendment Bill, since I think it deals with things that are dead rather than with things that are alive, if he could give the House a discourse on the origin or the purpose of calling a properly made and useable bottle a dead marine, I am sure we would be most grateful. I support the motion.

Question put and passed.

ADDRESS-IN-REPLY: SEVENTH DAY

Motion

Debate resumed, from the 20th August, on the following motion by The Hon. A. R. Jones:—

That the following Address be presented to His Excellency the Lieutenant-Governor and Administrator in

reply to the Speech he has been pleased to deliver:—

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

THE HON. R. C. MATTISKE (Metropolitan) [4.50 p.m.]: I would like to take this opportunity of adding my congratulations to those already expressed to the three newly elected members of this Chamber; but at the same time to express my sincere regrets for the necessity for the by-elections, and my deepest sympathy to the relatives and friends of those members who are no longer with us.

The subject on which I wish to address myself this afternoon concerns regulations made last year in relation to the Western Australian Marine Act, and allied legislation. This has nothing to do with the motion which has just been carried. We all know that the object of the regulations gazetted last year was to control speedboats and water skiers; to allocate areas for them and other users of waterways; and also to provide safety measures.

Subsequently, areas were gazetted in which it was permissible for people to engage in water skiing. The areas concerned are the ocean, generally, with special qualifications so far as Port Denison and Busselton are concerned; the Swan River areas; the Canning River areas; Mandurah; Augusta; and Geraldton.

When it was announced that certain areas of the Swan and Canning Rivers would be set aside for water skiing, together with certain other areas for swimming, and others for speedboat racing, naturally there was a certain amount of comment and, if I might use the word, complaint, from the various sporting bodies concerned.

When a new regulation involving sporting bodies is gazetted it naturally follows that there must be a certain amount of competition between those bodies to secure the best they can for their respective sports. But those who were responsible for the allocation of the Swan and Canning River areas are to be highly commended for the splendid job they did.

Although it may appear at first glance that the water skiers were being shown a certain preference, in that they were allocated 17 different areas in which to operate, it must be borne in mind that with the various winds we experience, certain sections are not always suitable for water skiing. For instance, if we have strong

easterly winds, as normally is the case at certain times of the summer, then areas around South Perth, and others, are completely unusable because they are too rough.

Again, in the afternoon periods when we have sea breezes, the areas around the Freeway are also not usable. Bearing that in mind, and appreciating the fact that these factors considerably reduce the 17 areas allocated for water skiing, I feel there is a good balance between the various sports concerned.

I think it will be generally agreed that we all hate to be governed by regulations, and when a new regulation is gazetted there is a natural antipathy towards it. I do think, however, that the regulations concerning the use of the Swan River were well warranted and, as I said before, I feel they reflect credit on the persons responsible for their drafting.

At the same time I do feel that the time is now right, as a result of our having had one season of experience, to look for improvements—or should I say refinements—in those regulations. Accordingly I would suggest that urgent consideration be given to amending the regulations fairly promptly in two ways. The first amendment I would suggest would be to enforce persons engaging in water skiing to wear yellow life jackets. Many very strong and capable swimmers have suffered serious spills when engaged in water skiing. When one hits the water at 35 miles per hour, or more, he stands a good chance of having the wind knocked out of him; or injury through striking a ski may result in one going straight to the bottom before the boat can turn around and render assistance.

I feel it is imperative from that angle alone that there should be some provision which would make it compulsory for those engaged in water skiing to wear yellow jackets. The other reason that this is necessary is that when one is driving a power boat at speed it is difficult for him to see a head bobbing about especially if there is spray on the windscreen and glitter of the sun on the water. But if the person concerned is wearing a life jacket he is raised out of the water to a certain extent, and of course the yellow shows up clearly in the water. Accordingly the person in question is provided dual protection.

An amendment to the regulations would be well warranted to grant such people, and those driving speedboats, the protection to which I have referred. Another manner in which the regulations might be amended is to make it an offence to throw bottles, or other floating matter into the water.

The Hon. A. F. Griffith: Dead marines.

The Hon. R. C. MATTISKE: That is so. If a boat is travelling at speed it does not take much for a bottle or a can, or certain other floating objects, to pierce the hull, thus causing not only serious damage to property but possibly loss of life. Too often do we find people who have no regard whatever for the damage that might be suffered by others as a result of their throwing things overboard. I think it is reasonable that such people should be controlled to the extent that they will be committing an offence by such action.

Not only are persons travelling in boats responsible for this type of offence—if it can be called an offence—but water skiers themselves are very often to blame. When one has acquired the art of skiing on two skis he then has the very natural desire to qualify on a single ski. That is quite a skilful feat and requires a deal of practice before it can be done. One of the methods of carrying this out is to start off on two skis, go a certain distance, then discard one ski and retain one's balance on the remaining ski.

The Hon. W. F. Willesee: Have you had a go since you bought your boat?

The Hon. G. Bennetts: Why don't you tie one to your back?

The Hon. R. C. MATTISKE: I have had a go, although I did not discard one of the pair. Water skis are quite sizeable, and they have a fairly large metal fin fitted to them. If one were to come along on a ski and either run into the metal fin of a discarded ski, or fall on to it, or even run one's leg against it, he could quite easily incur severe injury. Therefore, I think that practice should be stopped before it becomes too prevalent.

In the administration of the regulations credit is again due to the officers of the Harbour and Light Department. I was astounded the other day when I asked a question of the Minister as to how many boats were registered last year to find out there were no less than 5,700. Even though this figure does involve the whole of the waterways in Western Australia, by far the majority of those boats must be registered in the metropolitan area; and I feel that the administrative work involved in carrying out these registrations, and in coping with the many inquiries there must necessarily have been, was quite a big task.

I had occasion quite often to contact officers of the department with various questions and I will say to their great credit they were at all times most patient and courteous. We are only too happy to criticise civil servants who are not patient and courteous, and when we do receive the service for which we look, I think we should express appreciation.

Concerning the policing of the regulations, I again feel that much discretion and common sense was used. In answer to a question the other day, I was told there were only two harbour and light launches and one police launch on the river policing these regulations. Those boats move around various parts of the river quite frequently and those in charge of them stopped many boats, and advised many of the owners that they were possibly committing offences, and suggested to others certain dangers in which they might be involved. Furthermore, on quite a few occasions I have seen them assisting boats which have broken down. They are doing a great service for the boating community.

At the same time, during the year there were only two prosecutions for excessive speed in restricted portions of navigable waters, with a further prosecution pending. I think that shows common sense on their part, because, this being a new sport and one which is conducive to the breaking of regulations through speeding in the wrong places, it is one particularly in which the public must be educated. There are no signs displayed in certain areas where speed must be reduced, and the public simply has to be educated.

I will venture to say that very few persons driving speedboats can tell when they are travelling around eight or ten knots; and as eight knots is the limit in certain areas, I feel a certain amount of discretion must be given if a fellow is exceeding that speed by a comparatively low margin. A lot of boats are fitted with speedometers, but these only operate at the higher speeds. Therefore, in fairness to the owners, they must be taught when they are going at approximately the maximum speed in certain restricted areas.

With regard to other prosecutions during the year, there were 24 for racing a motor boat or for skiing in an area other than that set aside by the department for the purpose. Here again, I feel that leniency must have been shown, because I have seen many occasions where people have committed an offence. However, apparently the wrong has been pointed out to them so that in future they will know not to do it again. So it goes on with these different offences; and I think great common sense has been shown by those responsible for the policing.

With a sport involving 5,700 boats—and there will possibly be a far greater number this year—there are many people concerned and a lot of them have had no previous experience on the water. It is quite easy to drive a speedboat, and some of them are virtually lethal weapons. I think those connected with this matter have a duty to try to educate the people so that as soon as possible those who are controlling the boats will realise right

from wrong and consequently will be able to handle the craft properly and so avoid trouble.

Education of the people has been done by way of Press articles pointing out what is required under the regulations, where one can ski, where one can swim, and so on—and that has done quite an amount of good. Here I must make reference to a publication which was issued by West Australian Newspapers. It is a booklet entitled, *Daily News Boating Handbook for Your Safety on Our Waterways*. This publication was made available to the public in a great quantity at the cheap price of, I think, 3s. per copy. The booklet gives a vast amount of information, not only dealing with the regulations, but also other things of which a person piloting a boat normally should be aware.

Unfortunately, the demand for the booklet was so great that it soon became unavailable; and I sincerely hope that West Australian Newspapers will be encouraged to bring out a further publication this year, because in so doing it will be carrying out a great public service. In the event of its bringing out a second edition, I would respectfully suggest that consideration be given to further matters which might be included. For instance, it has generally been stated in the regulations that one must have a signalling device in his boat if he proceeds into the open waters. Many people have torch flares, or something like that. But there is a simple signalling device which is most effective on the water, and that is a mirror. A mirror on most of the days we enjoy here will enable a signal to be flashed for a considerable distance and very clearly. Therefore, I think that would be one suggestion which might well be embodied in any further publication of the boating book I have mentioned.

The Hon. W. F. Willesee: It would not be much good with no sun behind you.

The Hon. R. C. MATTISKE: I said on most of the days we enjoy here.

The Hon. F. D. Willmott: If there is no sun you are sunk.

The Hon. R. C. MATTISKE: Consideration might also be given to including a copy of the Morse code chart. Morse code is a comparatively simple thing to learn and I think if one is going to take his boat outside and run certain risks associated with that, he has a duty to learn Morse code, and a duty to learn how to operate a signalling device. If that could be embodied in a booklet such as this—it would not take up much space—it would give the public an opportunity to learn Morse code without much trouble. Certain hints could also be given regarding the means by which signalling in Morse code could be done effectively.

I think there could be greater stress placed on wind conditions and other climatic conditions which might affect boating, particularly outside in the open waters. Too many people are prone to leave Fremantle Harbour when there is a strong easterly wind blowing, hoping it will change early in the morning and that they will be able to come back to the mainland in safety. It has been extremely fortunate that a lot of these people have not suffered serious accidents in the past, because we all know we get many days during the summer when an easterly wind will persist for a long period. We have seen how many people go out without any knowledge of the winds, and without any knowledge at all of the water, and then become involved in the trouble which they have invited.

I think also that when small craft are travelling between Fremantle and Rottnest—and last season many of them did it—there should be some encouragement, or even some compulsion, for them to travel either in pairs or with some other escort, so that in case they experience trouble they will have an opportunity of obtaining help without involving other persons in possible risk to their lives. Last year many owners of small but speedy craft took exceptional risks, and how they got away with it, I do not know. But the time will not be far distant when there will be certain drownings between Fremantle and Rottnest, and every action should be taken to avoid them.

The Hon. E. M. Heenan: Is there any limit in regard to the size of the boat?

The Hon. R. C. MATTISKE: No, to my knowledge there is not. Any boat can go outside so long as it has a fire extinguisher, a suitable line for an anchor, an anchor, a signalling device, and there is one other thing which I cannot think of at the moment. There is no restriction as to the size of the craft or the experience of the person driving it.

Finally, there is one thing which I think should be stressed and encouraged as much as possible in order to preserve life in the future. That is the need for people to learn to swim. It is extraordinary how many people will go in small craft and venture into dangerous waters, not only in the open sea, but even on the river, despite the fact that they cannot swim. If these people do not know how to swim and are not prepared to learn, it should be compulsory for them to wear life jackets. It is possible at the present time to obtain light-weight jackets which are not bulky, but nevertheless efficient.

If a person is a non-swimmer and is not prepared to help himself, action should be taken to force him to wear a life jacket; because, if he does not, he will only endanger the lives of others who may be in the unfortunate position of going to his rescue.

Last year the Harbour and Light Department collected from registration fees the sum of £2,850. Of this, £1,000 was involved in the expense of collecting the fees. I do not know what happened to the remainder, nor to the £233 collected as fines for various offences, but I presume it would have gone into the Consolidated Revenue Fund.

No-one expects these fees or the fines to be a normal source of State revenue. I feel, therefore, that it would be a very good move on the part of the Government if it could assist the persons who contributed that money by providing urgently required facilities for them. At present, in the Swan River, there are very few ramps where boats can be launched and some of those ramps are in a pretty dangerous condition because they are slippery and are never maintained.

I feel that some means should be devised under which the department could make funds available to the local authorities concerned to enable them to provide those ramps. If the amount of money received from fees is not sufficient for the purpose then why not increase the fee to £1 a year? The expenses involved in this type of sport are very high, and I do not think anyone operating a boat would object to the fees being increased from 10s. to £1 provided he could see some provision made for his enjoyment.

Again, I think there is another very important angle to this problem in that it can be an important tourist attraction. We have areas such as that to the east of the Mends Street jetty which would make a water skiing area second to none. It requires development admittedly but when that is done it would be an ideal spot for the sport. The position overlooks the city of Perth and is within easy reach either via the Causeway or the Narrows Bridge.

Many of the other places where water skiing is being carried on are equally attractive but they also require development; and I feel that just as the Tourist Development Authority is prepared to spend money in developing ocean beaches, it should also be prepared to assist in the development of our river beaches.

There are not only those who are engaged in the active participation of the sport who would enjoy those facilities but also friends, relatives, and spectators. I will deal with this matter further in a few minutes, but suffice it to say that I feel some action should be taken, and taken urgently, to subsidise local authorities so that they can provide at least the ramps and parking areas that are needed before the coming season is on us. As time and money permit, they should be able to get on with the task of providing these facilities.

The Hon. R. Thompson: Parking facilities are a pretty big drain on most local authorities at the present time.

The Hon. R. C. MATTISKE: Large areas are required for parking, not only for the vehicle with the trailer carrying the boat but also for the vehicles of others who are attracted to the sport. There could be two or three cars associated with each party. Therefore, vast areas are needed for parking, and at the present time the land available is practically nil in most cases.

I feel that the whole of this question is so vast that it warrants an advisory committee being set up to assist the Minister and the department. I would respectfully suggest an advisory committee comprising a permanent chairman, who may be an officer of the Harbour and Light Department, and other reputable persons who could be recommended by the W.A. Speedboat Club, the W.A. Water Ski Association, other aquatic sports' representatives, and the local authorities concerned.

I would not suggest for one moment that it be a permanent body comprising representatives of all those different organisations but that it be flexible to this extent: There could be the different members of the organisations who are ready, willing, and able to give their time; and if there be a question concerning, we will say, speedboat racing at South Perth, then it would require discussion only between the chairman of the committee, the representative of the speedboat club, and the South Perth City Council.

Similarly, if there were some problem dealing with the swimming club in the Maylands area it would require discussion between the representative of that swimming club, or the swimming association, and the local authority concerned together with the permanent chairman. Those representatives could go into the particular question and perhaps submit a recommendation to the Minister. I feel that by this means there would be a wider interest created in the facilities available on the river and that the people would have an opportunity through these different organisations to express themselves in the proper place and at the proper time.

To assist in the policing of the regulations—and this is going to be a very big task in the future—we will require more patrol boats. The other night the Minister told me, in answer to a question, that it was proposed to add another boat to the policing force for the coming season. That means there will be three Harbour and Light Department launches and one police launch on the river. If there should be a thousand boats on the river at the one time, and that is quite a common occurrence one could not expect those four vessels to police the regulations, to provide

assistance to anyone in distress, and to do the many other things normally required of the Harbour and Light inspectors and the water police.

I think that great assistance could be given to these authorities and given efficiently by inviting reputable persons to act as honorary inspectors. I know this might have certain objectionable features but I suggest that in the same manner as the lifesaving bodies patrol our beaches, and do so much good by educating people as to where to swim, and rescuing them should they get into trouble, and giving first aid should that be necessary through any cause at all, then it would be just as possible and just as much to be expected for voluntary helpers to come forward and assist in controlling the various aquatic sports on the Swan River.

I discussed this matter with leaders of the W.A. Water Ski Association and I have been assured that there would be many people who would be only too happy to come forward and act if called upon, in just the same manner as the lads in the various surf life-saving clubs voluntarily give their services every weekend.

If this scheme could be put into operation, we would need inspectors with authority to act not only on the water but also on the land, because many offences are committed on the land—offences which would warrant immediate attention by an inspector on the spot. If it could be so arranged that there would be sufficient of these people available to enable patrols to be carried out at every water skiing place during weekends, then I feel sure that it would not take long to educate the public as to what is required when water skiing. This would keep hitherto uncontrollable people within the bounds of the regulations.

Tactful people would be required with a good knowledge of the regulations and preferably with a knowledge of first aid. I feel sure there are many persons fulfilling these qualifications who would be only too happy to come forward. They would have to be empowered with the necessary authority and would require some identification on their boats and then, I feel sure, they could perform a very helpful public service. Any offences they saw committed could be reported to the Harbour and Light Department or the Police Department, and those departments could take any action they considered necessary.

Last year I saw a number of breaches committed, and strangely enough one of the most regular offenders was a person operating from a commercial water skiing area in South Perth. If anyone should know the regulations it is those engaged in commercial water skiing, but on many occasions I saw boats with skiers behind

crossing and recrossing the waterway between Mends Street and the Perth jetty. In fact I have even seen them go right through the water skiing area to the east of Mends Street and up as far as the speedboat area in South Perth. Had there been someone available there at that time to check those people, I am sure they could have saved what might easily have been an accident.

We must educate all those who are using the water and encourage them to co-operate with the authorities. If they will not participate in that co-operation, then there is only one language they can understand, and that is force. Force under the conditions I have mentioned would be warranted if we are going to protect the offenders and those to whom they might cause injury or damage.

In connection with the developing of the water skiing and speedboat areas I would again like to make some suggestions. Firstly, there is this urgent need for ramps about which I spoke a few moments ago. Ramps need not necessarily be expensive to construct. At Rockingham and Palm Beach there are two which I am sure would not have cost very much at all. They consist of a small bituminised run leading down to the water and then a wooden ramp extending far enough into the water to enable a boat to be floated off a trailer.

We have a more expensive and probably a more efficient type such as those at Mandurah which are constructed of concrete. But the construction of that type these days can be carried out very easily with the heavier earth-moving equipment that is available. I am sure that ramps could be provided at a comparatively low cost at many parts of the river; and they will be urgently required for the vast number of boats that must surely participate in the sport this coming summer.

Parking areas—a subject on which I touched just now—constitute another problem. In some cases, such as at the Freeway, I noticed during last season that quite a number of cars were parked on the area between the service road at Mill Point and the Freeway. I do not know whether they would constitute a hazard to traffic when leaving that area and entering the Freeway at the circus, but that may be the case. At the same time there is no other place for them to park.

Similarly at Crawley Bay, which is a popular spot for launching boats, there is extreme difficulty on most occasions in obtaining suitable parking space for trailers and cars. At South Perth, near Mends Street jetty, there is space, but most of it is a grassed area on which parking is prohibited. But at the actual area set aside for water skiing, parking could no doubt be provided very cheaply, because the earth is reclaimed land, consisting

mostly of shell which could, with little effort, be converted into a compacted area suitable for taking the amount of traffic involved.

Then we have the general beach and ground improvements. Here again one need only take a quick run around some of these areas to see the lack of improvement and to see how easily, particularly with earth-moving equipment, these areas could be turned into delightful picnic spots. Couch grass grows easily alongside our river, and we could make some of these areas very pleasant indeed, so that they would give a great amount of comfort to many people of the metropolitan area.

Something else which is sadly lacking at present is the provision of signs indicating that water skiing only is permitted in certain areas. Last year I noticed that in a couple of places, in particular, rowing boats—light racing shells—were being taken right through the middle of water ski areas, and on one or two occasions I drew alongside those boats and pointed out to the young people in them that the area was a water skiing area only, and all I got in return for my little boy scout deed was a volley of abuse from the lads in the boats.

The Hon. G. Bennetts: You expected that, I suppose.

The Hon. R. C. MATTISKE: I certainly got it. I did, however, have the counter I wanted, because I pointed out to them that the fault would be entirely theirs if the wash from a speed boat should swamp them; and we know from a recent tragedy on the Swan River that it does not take much to swamp these racing shells.

Where signs are erected indicating that there is water skiing only, the next important thing—and a very important one—is that there should be some indication as to whether the skiing is permitted in a clockwise or an anti-clockwise direction. In some areas it is stipulated that water skiing shall be clockwise, and in others that it shall be anti-clockwise.

If a person is accustomed to going to a certain place for his sport, and then on the spur of the moment switches to some other area with which he is not familiar, it is quite possible for him not to know the direction in which he must carry out the sport. If two or three such people arrive at the same time early in the morning and start off, it would be a case of the blind leading the blind, and could finish up with quite a good deal of confusion. This confusion could easily be avoided by simply indicating quite clearly the direction in which water skiing should be carried out.

Again, according to the booklet published by West Australian Newspapers Ltd., there should be yellow discs at the extremities of the water skiing areas, but I

did not see any at all last year. Although it is stated quite definitely that skiing is permitted for a distance of so many yards from a certain point, we do not all have the ability to judge distances as well as we should, with the result that many people unwittingly commit breaches. I feel it is a simple matter to erect a clearly visible marker at each extremity of a particular area so that there can be no excuse for anyone going beyond his allotted zone.

Another point is that there is an urgent need for suitable marker buoys to be placed in the water at appropriate intervals, because I will defy any member of the House to judge accurately 1,000 yards or 1,500 yards across water. It is an extremely difficult thing to do; and, in this connection, people are committing offences because they do not know exactly the boundary of the area in which they should be. It would be a comparatively simple matter to put these buoys at—

The Hon. H. C. Strickland: Drive in some piles!

The Hon. R. C. MATTISKE: No; that would be too dangerous, because it would then be possible for anyone to run into a pile; but if one should hit a soft floating buoy he would not suffer the same damage as if he hit a pile.

The Hon. H. C. Strickland: Cannot they handle their boats better than that?

The Hon. R. C. MATTISKE: Some cannot. Finally, another suggestion I offer in the development of these areas is the provision of rubbish bins. Members can go to any of these places and they will find there is nowhere for them to put rubbish, with the result that litter is left lying around the beaches making them more untidy than they should be. It would be simple enough to provide rubbish bins, so I hope something will be done in that direction.

The Hon. G. Bennetts: Now we know where the flies come from.

The Hon. R. C. MATTISKE: We are fortunate in having not only in the metropolitan area, but in places like Geraldton, Albany, Mandurah, and others, excellent waterways which provide good healthy sport for a large number of people.

I feel that a very important step was taken with the gazetting of these regulations last year, but I consider that every effort should now be made to benefit from the experience of the first season of operation by carrying out a lot of improvements which need to be made.

Thousands of people are engaged in these sports, and we know how, in the past, people of these types have become accustomed to the water. They have learned how to handle craft on the water; how to operate signalling devices; how, generally, to appreciate the one thousand and one

things with which one comes into contact on the water; and how, during the war, they were very good material for the Navy. Many of them in a short space of time, through their yachting experience, were able to take command of light warships, or to serve in various other capacities; and I feel that here is an opportunity where, with encouragement and assistance from the Government, we can build up another potential force that could, I am sure, in time of war, with very little effort, perform a very useful function indeed.

I have a great regard for water, and, at the same time, a great respect for it. In order to continue my regard for water, I want to live sufficiently long. I know that unless I—and others—am not educated properly as to how to control myself when in some of these high-speed boats, then I will not have the opportunity of living as long as I would like in order to continue my enjoyment of that sport.

I hope that those responsible will accept the suggestions I have made this afternoon in the spirit in which they have been offered, because I do want to see something done urgently. Let us develop these areas and provide not only sport for the people but facilities for those who just want to go along as spectators. I support the motion.

THE HON. G. C. MacKINNON (South-West) [5.41 p.m.]: We have had a number of very interesting speeches on the Address-in-Reply this session, and many subjects have been touched on by different members. A subject that has been mentioned more than once is decentralisation, and there are various aspects of decentralisation to which I would like to address a few remarks. I suppose everybody who gives any thought to this question comes up with some form of solution to the problem of our desire for decentralisation in various ways.

Accusations are often made that little or nothing is done about it. But I think that over the last few years some quite positive steps have been taken, particularly with regard to the aspect that the life of people in rural areas has been made more pleasant and brought more into line, or made more comparable, with the life of those in the city areas.

One of the things that has, in no small measure, brought this about is a scheme known as the contributory electricity scheme which was introduced by the Government several years ago. It is not my intention to deal with the way in which the scheme operates, because I think members are aware of that, but to point out some of the accomplishments of the scheme since it has been in operation.

I know, and so does anyone else who has had anything to do with this matter, that there have been certain problems attached

to the implementation of the various projects in connection with the contributory State Electricity Commission scheme. Perhaps at times we are inclined to let individual cases mar our judgment as to the worth of the entire project; because I think that despite the odd individual difficulties that have arisen in certain areas, the over-all advantages of this scheme have been tremendous.

At the present time a total of 900 applications for schemes has been received—that does not mean 900 applications in respect of homes; because each one of the schemes varies from one to 90 actual consumers, so that the applications for 900 schemes means that there is a total of 2,750 applications at present. Of this number, 650 individual consumers have already been connected, and a state of reasonable progress has been reached in regard to 700 applications for schemes. So the people who have been connected, or are in process of being connected, to the scheme, number more than 2,000; and in the normal course of events they could not possibly have hoped to have electric power connected to their farms or homes.

They vary from some near the metropolitan area to some right away in remote corners of the State: wheatbelt centres, centres in the south-west, and all over the place. I think most members are aware of the basis of the scheme; namely, that it is designed so that the individual contributors, as one of several farmers, the economic portion of the actual cost of the connection to the S.E.C. main, whether it be a long one in rural areas, or just an extra bay in near metropolitan areas.

As I said earlier, there is probably no need to elaborate on the various systems, because no doubt most members are acquainted with them. In the early stages of this scheme a number of administrative difficulties were encountered. Obviously, there arose the question of obtaining teams to erect the poles and to perform the actual physical work. Outside the scope of the State Electricity Commission, tradesmen were required to do the wiring of the various houses under the scheme; and when there are up to, say, 2,000 extra homes that have to be connected to the supply, it is found that the demand for such connections outruns the supply of tradesmen.

Due in part to some of the difficulties that were experienced, for a while the applications received ran away from the actual work of connecting. The happy situation has now been reached when the connections are catching up with the applications. Another factor is that the applications are not being received at such a fast rate, and the work of connecting is being speeded up.

In a scheme such as this, there are difficulties which will always be present, such as those relating to the training of crews to construct the lines; but these, in the main, have been overcome. The difficulty of delay in the supply of materials for the mains has also been overcome. However, the difficulty of obtaining a suitable number of electricians to perform the work has not been overcome to such a marked extent, because household electricians are more or less at a premium. Nevertheless that problem, also, is gradually being surmounted.

Apart from the problems I have just enumerated, there are still one or two which are not so easily solved. There is the question that arises when the people in a particular area apply to be connected to the S.E.C. mains and the necessary plans are made to formulate a scheme. Then one person stands out and will not have anything to do with it.

Thought has been given towards taking certain legislative action to meet this problem, but it is difficult to envisage suitable legislation for such a purpose because the man concerned may have a valid reason for not wishing to join the scheme. He may have had sickness in his family, or he may have some other legitimate reason. Then there are difficulties which go beyond that stage. Calculations are worked out, planning is done, and so forth, and then one of the applicants changes his mind. I think the classic example of this was when five different calculations had to be made to work out one scheme because a man had applied to be connected to the mains and then changed his mind and pulled out, and then after the calculations had been reassessed another applicant did the same, and so it went on. All this extra work costs money, of course.

The principal feature to be borne in mind is that for the scheme to be successful it must be completely free of coercion. As a result of my experiences with the operations of the State Electricity Commission in regard to this scheme in the south-west, I have found the commission has been scrupulously fair, and I think it is desirable that it should be so. That is, I think there should be no possibility of any individual being coerced in any way, or having any sort of compulsion put upon him to come into the scheme, because, perhaps, one man cannot afford to be a contributor to the scheme, apart from the burden of having to share the initial cost. He may also have some other very good reason apart from the question of finance.

These are problems associated with the scheme but, in the main, they are overcome with reasonable satisfaction to everyone. The first difficulty is meeting up with those who will have no part of the scheme, but those people represent only a small percentage of the whole. They probably

represent less than one per cent. of all the applicants contacted. After this a few more change their minds about being contributors and so new calculations have to be made, as I have already pointed out.

The cost of a scheme is calculated on a certain basis for, say, 20 contributors initially; and, when one pulls out, this makes the cost of the distance of line which has to be covered by the S.E.C. slightly greater. This alters not only the basis of the scheme, but also the proportion of cost that each contributor has to bear.

The Hon. G. Bennetts: I take it they have to pay a certain rate for the line passing their properties.

The Hon. G. C. MACKINNON: That is so. Under the provisions of the Act, and based on the density of population in any one area, a line is laid down for the supply of electricity to those applicants. One does not have to contribute towards the cost of the mains if the density of population is greater than that laid down.

If in any particular area the number of farms or houses does not reach the required density standard, then the difference between the figure allowed under the Act and the actual figure is calculated and that proportion of cost is shared by the various applicants. This can vary quite considerably—from as low as £15 to £500 in the south-west.

To give members some idea of the enthusiastic response which this scheme is having, there is one area in the wheatbelt where 60 contributors to one scheme are prepared to pay £1,000 each to be connected to the mains.

The Hon. G. Bennetts: They are the old established ones.

The Hon. G. C. MACKINNON: One has to keep in mind that the cost of running and maintaining one's own electricity supply is very high. Further, there is quite a difference in the standard of current received as between A.C. provided by the State Electricity Commission and D.C. supplied by home electricity plants.

The Hon. L. A. Logan: A D.C. 32-volt system.

The Hon. G. C. MACKINNON: Yes. A householder or farmer has not only to meet the cost of the batteries required for the plant, but he also has to maintain the machinery or equipment. Further, in most instances the cost of household electrical appliances and other electrical gear is greater than for those used under the A.C. system.

It is understandable, of course, that farmers who are able to band together to form such a scheme have taken to this contributory extension scheme with a great deal of enthusiasm. This enthusiasm is

exemplified, as I have said, by 60 contributors in one area being prepared to pay £1,000 each to be connected to the scheme. The figures I am quoting represent the capital payment. There are two methods of payment. For those members who do not appreciate the position, I should, perhaps, explain that one can pay the total sum straight away. This total is calculated on the basis of how much the cost will be to the State Electricity Commission.

If one pays £1,000, that is the amount invested in the State Electricity Commission and it will earn sufficient over 30 years to cover the extra cost to which the S.E.C. has been put in supplying the electricity, and at the end of 30 years one gets the £1,000 back. A contributor to a £100 scheme has the alternative of paying £5 10s. per year. This is usually paid in quarterly instalments together with the ordinary electricity accounts.

This £5 10s., represents 12 per cent. of the basic capital cost. The 12 per cent. is made up of 5½ per cent. interest, 3¼ per cent. depreciation, 2½ per cent. maintenance, and two-thirds per cent. administration. The capital contribution, if invested by the commission in its own business at 5½ per cent., will return the required 12 per cent. annually. This capital payment is 2.18 times the basic capital cost. Of course, after a period of 30 years, any money returnable by the commission would probably be paid into the estates of the applicants.

As I have said, various difficulties are encountered with the scheme and some of them prove to be quite personal. Naturally enough, one encounters human likes and dislikes, and the experience of one man not liking his neighbour. There are all sorts of reasons why a man pulls out of a scheme. Nevertheless, in the main, the contributory extension scheme is working very well, even in those areas down as far as Augusta, Rosa Glen, Warner Glen, Margaret River and Alexander Bridge.

It is well under way and some of the areas have been connected. The scheme is working very satisfactorily in regard to costs and everything else. I can recall speaking on this scheme during the first two or three years I was in this House. I was a member here in that year when a difficult period was being experienced by North Dandalup. There, power lines from 20,000 volts to 120,000 volts are running through the area, and farmers can practically see the city lights from their farms.

The Hon. L. A. Logan: Have you not got that one fixed yet?

The Hon. G. C. MACKINNON: Yes, it is fixed, and all the farmers are extremely happy. From the point of view of encouraging the policy of decentralisation, it is important to the housewife to be able to use the same electrical appliances as those used by her sister in the city. She is able

to enjoy the use of a toaster, coffee percolator and other electrical appliances that help to make her life more pleasant. These are important factors in every-day living for those who reside in rural areas, and they do have the effect of making life in those parts more pleasant and enjoyable.

Before I conclude on this subject, I would like to commend the various S.E.C. officers who have been handling this scheme for the tact and tolerance they have shown. Most of those I have seen were in the south-west; and I have been present when the various schemes were introduced and have been there right through to the finish. I have no doubt that the same standard of courtesy and efficiency is shown by officers in other parts of the State.

I would like to commend them for their tact, tolerance, and understanding; and, in difficult cases, for their extreme patience in the implementation of this scheme; and also for the very satisfactory conclusions that are being reached. I should imagine even more satisfactory conclusions will be reached in the future, as better understanding of the scheme and greater skill in its working are acquired by those officers.

Another matter which was introduced about the same time, and which is having a beneficial effect in a number of towns, is the system whereby some country towns are able to utilise local government borrowing powers for the installation of water schemes. To some small towns, such as Augusta and Greenbushes, this has resulted in the provision of an additional amenity—running water for domestic use.

Since the relevant Act was passed—if my memory serves me right no dissentient speech was made, and there were enthusiastic supporters of the proposal—some 20 towns have either installed, or are in the process of installing, water schemes. The results achieved are quite good, and show the enthusiastic response of the country people.

This scheme has helped, in no small way, towards decentralisation. If a town has a water supply, the residents are not so anxious to leave it to live in the city. These towns are now able to water their bowling greens and such things, and so maintain amenities which make life in the country more pleasant. These water systems vary; in some places stand pipes have been erected, and in others there are fully reticulated schemes. The fact remains that at present there are either completed, or in the process of being completed, 20 schemes.

The Hon. G. Bennetts: They also help in the installation of septic systems.

The Hon. G. C. MacKINNON: That is another matter which has been handled in a similar way. It may interest members to know that under the scheme for building septic systems in schools, up to date

81 installations have been completed in schools which formerly had the pan system. They switched over to the septic system through the assistance of local authorities.

The Hon. R. H. C. Stubbs: Were they financed by the local authority?

The Hon. G. C. MacKINNON: The local authority raises the money and the Government repays it over 20 years. In the case of 30 other schools, installations are being built, or negotiations are proceeding, to have them built. Most of us can recall the country towns which were being hammered unmercifully over this matter. Many country local authorities introduced regulations and by-laws to compel every building to install a septic system, but that did not apply to the schools. There was the constant cry that no finance was available for these installations at the schools. What has been achieved has been a step in the right direction, because these facilities make a tremendous difference to living in country towns.

The Hon. A. L. Loton: A former Minister for Education (Mr. Watts) was the originator of, and was responsible for, this scheme.

The Hon. G. C. MacKINNON: I do not know. Once a scheme becomes established many people claim to be the originator, and it can be said that one originator can be found under every bush or stone. I am not sure that Mr. Watts thought about this scheme first, but he was quite capable of doing that. He was an excellent Minister, and if he was the first to think about the scheme, it is a credit to him. This is now an accomplished thing, and has led to 81 schools being equipped with septic systems, and in the near future it will lead to 113 schools being so equipped.

Most of the schools which at present are not equipped with septic systems either have inadequate water supplies, which makes it virtually impossible to utilise this system, or have plans to build new schools in place of the existing ones.

The Hon. R. H. C. Stubbs: It is now possible to obtain two-pint flushes.

The Hon. G. C. MacKINNON: That information may not have percolated through to many country towns. In practically all the schools which have not been provided with septic systems, certain difficulties are found; or else some form of planning is going on which prevents the installation of these systems.

Sitting suspended from 6.6 to 7.30 p.m.

The Hon. G. C. MacKINNON: Prior to the tea suspension I was speaking in answer to an interjection by Mr. Bennetts in regard to septic tank installations in schools, which leads me to a few comments on education, arising not only from matters

mentioned here but matters which have been raised at a series of meetings held in connection with education in various parts of the State.

A commonly-made statement at most of the meetings dealing with education is that Australia spends a far smaller proportion of national income on education than do most of the other countries of the world; and I would like for a minute or two to express some views on this particular question.

I have yet to hear anyone elaborate to any extent on the basis of the statistics of the various countries with which they generally make these comparisons. There is a wide variety of methods by which we can compute statistics such as these, and from what I have been able to ascertain with regard to the amounts the various countries spend on education, most of the nations which submit their figures generally take into consideration, and include in their education figures, everything spent on things of an educational value. For instance, they would include the running of museums and adult education courses; and even concert tours are included in some countries. It is the habit in Australia not to include these figures, and therefore very often our expenditure on education, expressed as a percentage, does not show to advantage when compared with some other nations.

This, I think, should be borne in mind, and it is always advisable to ascertain the basis of the actual working out of the various statistics. There is, of course, a variety of other things which should be taken into account; that is, the percentage of the grand total which is actually paid to the teaching profession. Now I think it is quite readily agreed that, in the main, teachers in Australia enjoy a standard somewhat higher than that which exists in many other parts of the world.

Only last week I was speaking to two teachers from England who said that despite the fact that their standard had improved markedly in recent years, they were in no doubt that the Australian standard was still higher. One of these ladies had taught in England, come to Australia to teach, and then returned to England and taught again. Therefore she was in a position to know conditions in the two countries fairly accurately.

With regard to the value in education received, there could be some argument or some basis for thought in that we do not perhaps get as good value as some parts of the world. For example, if we are paying a certain number of pounds, and if in the payment of our teachers we spend a larger proportion of our expenditure than other countries do, then obviously there is less left for the actual construction of schools and that sort of thing.

Another aspect which touches on the amount of education available for the amount of money spent is that concerning the hours the students spend in the classrooms. This also varies from nation to nation, and in some countries they even have the policy of shift work where one lot of children go to school for a certain number of hours a day and then another group goes to school. This, naturally, reduces the capital expenditure and leaves more money available for actual educational purposes.

The Hon. L. A. Logan: They are doing that in Singapore at the moment.

The Hon. G. C. MacKINNON: Yes. The hours spent in schools vary quite considerably, sometimes for climatic reasons, and sometimes because schools cost a lot of money and some nations find it better economy to build a smaller number of schools and operate the shift policy. Therefore comparisons of this type are not always completely accurate; and of course many other things can be taken into account.

I have mentioned a few—the basis of computation of statistics; the percentage spent on various aspects; whether salaries and conditions of teachers compare, because some teachers might be provided with much more expensive homes, and that sort of thing; the hours spent in schools. All those things must be considered. I think it is too easy a solution to take the bare statistics submitted for international records and say that they automatically prove that the education in Australia is below that in other places or below the standard in the way of actual expenditure.

I had a very interesting talk on this subject with an exchange teacher who had spent some two years in New Zealand. Despite the fact that their allocation of money was somewhat higher than ours, his quite firm conclusion was that the net result in the way of education was far and away better in this State. He put it this way: He said that if in New Zealand they wanted a tape recorder, a loud speaker system, and a set of stage curtains to put on a show, they were supplied from education funds. This does not apply here. He said that the net result was that the children here had to make do a lot more; they had to use their initiative a lot more; they had to get around and work things out for themselves. He said that the scholastic attainment and the production of citizens with initiative was noticeably better in this State despite the fact that a slightly smaller proportion of national income was spent here.

So there is a wide variety of things which go to make up the over-all picture of education, and we should be a little more careful in making assertions. I do not refer to those made here but to those

made at a variety of meetings held by various organisations outside Parliament, where some of these statements, by sheer reiteration, tend to become accepted as fact when they could bear a little more investigation than is given them.

There is only one other matter to which I wish to draw attention, and that is in relation to the Karnet Rehabilitation Centre. I was fortunate enough to be in attendance at the original meetings held when the proposition was first suggested. I have taken some interest in it right through, was at the opening, and recently visited it as a guest of Mr. Driscoll. I have had lunch there with some of the inmates and I would suggest that if members ever get an opportunity to visit that centre they should avail themselves of it.

It is a new departure in the way of gaols in this State and is extremely interesting. It has two wings, one to house 60 rehabilitation candidates—I will put it that way—and the other, reasonably well separated, to handle 60 persons who have been gaoled because of an addiction to alcohol. This is the inebriate section.

I had lunch with three very interesting fellows. They were nicely spoken and were particularly pleasant to talk to. They discussed their problems with extreme frankness, and it was enlightening to talk to them at that level at the meal table. The whole attitude of these people is unlike that of those in the gaols with which most members here will have had any experience—in a social way, I mean, of course. These fellows are really taking a keen interest in their rehabilitation. They have their own branch of A.A. with people travelling from Perth for meetings at regular intervals. They give them their evening meal and conduct the meeting. The president, secretary, treasurer, etc., are all inmates, having been transferred there from Fremantle.

At present there are 22 in the inebriate section and 40 in the rehabilitation section. The whole moral tone and morale of the place is something to see and experience. It is good. I think Mr. Driscoll, the present man in charge, is doing a particularly wonderful job.

This evening I have endeavoured to mention certain matters which although not of earth-shaking importance, have been steps forward in the general humanitarian progress of this State. Several of them have made marked contributions to the welfare and well-being of people in country areas and have been positive steps towards decentralisation and the ideal that is sought of people staying in their own little districts and living there in happiness and contentment. Although they are not as worthy of headlines, shall I say, as the decentralisation moves like the establishment of Laporte, and big iron ore projects, and such things, they still have a very large part to play in decentralisation,

and that part they are playing. Therefore it behoves us to remember these various moves that have been made.

There are, of course, many things yet to be done and always will be as long as there is government in this State. In speeches such as we have heard over the last few days, many original and good ideas have been put forward. I was particularly impressed by one submitted by Mr. Wise last night. I refer, of course, to his comments on the possibility of encouraging insurance companies to make bequests to the research of medical problems and the like.

We have not the immense wealth in this State which leads to the sort of bequests that are customary in the more wealthy countries, and indeed, in the Eastern States. Whilst I have no doubt the immediate reaction to Mr. Wise's suggestion will be a sort of sad shaking of the head, I hope, as time goes by, the seed will fall on fertile ground and something will be done about it.

In conclusion I would like to congratulate Mr. Dellar and Mr. Dolan on being elected as members of this Chamber, and Mr. Heitman who will be joining us in the next day or so. Like most members, I am sorry, however, at the various deaths which have occasioned these by-elections. I support the motion.

THE HON. D. P. DELLAR (North-East) [7.46 p.m.]: First of all I would like to take this opportunity, Mr. President, of thanking you and all members for the good wishes that have been passed on to me in the short time I have been in the House. I can assure members it is most encouraging. I propose tonight, during the debate on the Address-in-Reply, to speak of the hardships that have been and are still being experienced throughout my electorate.

People in the mining industry are fortunate, however, to have behind them the Chamber of Mines to help them overcome many hardships. At all times the Chamber of Mines has done all in its power to assist and keep the mining industry going, particularly during the difficult periods it has experienced, and is experiencing.

We are also fortunate to have had the management and workers in the goldmining industry working in harmony together and in close liaison with each other. This has prevented strikes and trouble in the industry but it has been brought about only by the close and good relationships that exist between management and the workers. The mine managers in the various mines throughout the goldmining areas have planned ahead and prepared themselves for the days of increased prices and the high costs of supplies necessary for the mining industry. They have spent large sums of money on experiments.

The first experiment I would like to mention is the introduction of hydraulic fill. It took a long while and a lot of money and many working hours on the part of the mine management to introduce this system. Much money was spent in preparing plants and getting the density down to a liquid form so that the dirt being taken out of the mines could be pumped back underground to help hold the mines together. Not only does it help to hold the mines together but it also overcomes problems with bad ground and allows men to work in places where it would be impossible for them to work without the hydraulic fill system. It has also extended the life of the mines.

Secondly, large sums of money were spent by the companies on the introduction of carbide tipped drills. These were introduced to enable the ground to be broken at a quicker rate and this brought about an increased overall production or tonnage. Also it was of advantage to the miners because they were able to handle the lighter equipment with less strain and fewer working hazards. All these innovations have assisted greatly to help overcome rising costs, but the companies have to look further ahead and now they have introduced a new explosive called ammonium nitrate fuel oil. Once again the mine managers worked long hours and spent considerable sums of money experimenting with this explosive. That, too, is helping to keep the mines going.

I would like to congratulate the Shire of Kalgoorlie on its foresight. Some two years ago it saw the need for conserving water, which is a very important commodity in any outback town. The shire now has a lagoon which would be a credit to any town or State. Unfortunately it is not quite as big as the shire required; it was looking for a 37,000,000 gallon lagoon, but this one holds only 10,000,000 gallons. However, there is hope in the near future of its being enlarged. Just recently a new power house was opened in Kalgoorlie and that, too, involved the spending of a large sum of money. However, it is money well spent because it is for the benefit of people on the goldfields and I want to congratulate the town council for providing it.

The town of Boulder has been going along nicely and quietly and the Boulder Town Council has been improving the streets of the town and has also installed fluorescent lights on the main roads. It has seen fit, too, to build a nice little caravan park for tourists who want somewhere to stay overnight and enjoy what Boulder has to offer.

Recently the Shire of Cue, which is a long way from here, saw fit to install a new generating plant. That is a great encouragement to any little town and the shire deserves all our congratulations. The Menzies Shire Council has laid down kerbings along the streets to allow the bitumen

road to be put down. It has also planted trees down the middle of the roads. These are all small things which help beautify the town, and the residents are proud of it. The little shires of Leonora, Sandstone, Mt. Magnet, Laverton, Meekatharra, Yalgoo, and Wiluna are all to be congratulated and admired on the way they go about their business. They never give up hope and they are always trying to beautify their towns and keep the ratepayers happy.

I am sad to say there are few prospectors in the bush at present. Later on I hope to mention a few ways in which I think prospectors could be assisted.

Over the years the pastoralists in the northern districts have seen fit to spend considerable sums of money and put in many hours of hard work on their properties. Pastoralists in the north country do not get it easy. They have no bitumen roads running past their properties; all their materials, whether being transported in or out, have to be hauled over bad roads; but they are to be admired for the way they have stuck to the back country. I am happy to say that at the present time the pastoralists are doing a good job in holding the back country together. If members were to see some of the places and the people I have mentioned it would be an education for them.

All those who reside in the outback have faith in it. They have spent large sums of money and put a good deal of effort into their work and I think it is the duty of any Government, State or Federal, to render every assistance possible to them.

Tonight I intend to indulge in a few little criticisms and in doing so I will accept any challenges coming my way. There has been a good deal of talk about decentralisation, but I agree with one member who said that much of it is only lip service. Mr. MacKinnon talked about the benefits of electricity and certain other little matters—or matters which apparently are big to him.

However, to my way of thinking, there are not many people who can think of any place further than 150 miles from the coast. How the people in the north are expected to go on living with rail freights continually rising is beyond me. Surely we should obtain some uniformity in this regard; surely some large concession can be granted to these people by way of subsidy!

I would like to refer to an anomaly which has been brought to my notice and which relates particularly to discrepancies in rail freights charged. I quote the case of our local cordial factory which pays approximately £9 a ton to have its sugar railed to Kalgoorlie. If the manager of the factory had his syrups made in Perth,

the cost would be approximately £6 per ton. I certainly do not think that is encouraging local industries.

We find the Coca Cola people railing their product to Kalgoorlie at approximately £6 a ton; yet the Golden Mile cordial factory in Kalgoorlie is hanging on, and is prepared to pay this extra £3 a ton, merely to keep an additional industry going in the goldfields. It is not right; and it is certainly not fair that, because an industry happens to be 360 miles from Perth, it should be asked to sacrifice itself in this fashion.

I now come to the ever-present problem of water rates. Surely some concession could be given to the people in the north and those on the eastern goldfields! The pipeline to the goldfields was put down with money paid by the people of the goldfields, but they only receive whatever water happens to be left in this source of supply after the metropolitan area has been served.

The Hon. A. F. Griffith: Do you know what it costs to get 1,000 gallons of water to Kalgoorlie?

The Hon. D. P. DELLAR: The answer was given by the Minister for Works some 12 months ago.

The Hon. A. F. Griffith: You can tell us now.

The Hon. D. P. DELLAR: It is not possible for me to give the Minister the information from memory. But I am not concerned as to what it costs to get 1,000 gallons of water to Kalgoorlie. All I am concerned about is assisting the people in that area to obtain something which by right belongs to them—it belongs to the people of the goldfields.

I have no desire to deny the farmers a bit of water; but I would like to know what these farmers are paying for their water. I do not care whether a district is 10 or 50 miles from Perth, but I do feel that the rate charged for water which is piped to Kalgoorlie should be a uniform one.

The Hon. R. H. C. Stubbs: I heartily agree.

The Hon. D. P. DELLAR: The question of uniformity of rate also applies to petrol. Here we have another charge which is sounding the death knell of every motorist in the north. Once again I ask: Why cannot the amount charged for petrol be made uniform? As an illustration I would point out that I can go to any store, no matter how far it is from the metropolitan area, and buy a packet of cigarettes at a uniform price. There are many similar commodities that I could mention. Why the difference of 11d. per gallon on petrol?

One leaves Kalgoorlie and goes to Menzies where one pays 5s. a gallon. The same thing applies at Leonora; and so it goes

on until the price eventually reaches 6s. or 7s. per gallon. We are told that these costs are inevitable because of freight rates. But I am not convinced that they cannot be made uniform. I asked a question as to why there should be these extra costs, and the answer given me was that they were due to freight charges and insurance coverage.

I would point out, however, that petrol has been taken up north for a very long time, and if any member can quote me an instance of there having been a fire or a blow-up resulting in a claim on an insurance company, I would like to hear it. No such claim has ever been made. Even if these extra costs are due to freight and insurance charges, I suggest that the people who are enjoying the best of life right here in the heart of the city should be made to pay for them. I know I will not get support from all members in this House on the matter, because they have their own electorates to consider and look after.

At this point I would like to mention the charge of £2 15s. which is made for a radio license. This charge is uniform no matter where one is. In the metropolitan area one has a choice of 10 stations. In Kalgoorlie one might have three stations to choose from; whereas three miles from Kalgoorlie there are only two such stations. When South Australia comes on the air, however, we are lucky if we have one station to tune into. Yet the people still have to pay £2 15s. to license their radios. If television were introduced into the goldfields tomorrow I am sure the same inconsiderate treatment would be meted out to the people in that area; and they would be lucky if they had one viewing station.

The Hon. H. K. Watson: It is the Commonwealth Constitution which is responsible for that.

The Hon. D. P. DELLAR: Another matter which requires attention is the charge made for people who own rifles. I do not know whether the powers-that-be who are responsible for the rules and regulations appreciate the fact that the man in the bush depends on his rifle for fresh meat. The man in the bush still has to pay for the privilege of owning a rifle; and, as I have said, he depends on it for his fresh meat. It is not possible for him to find a butcher shop 300 or 400 yards up the street from which he can get his fresh meat. In spite of this fact we find that in three years the license fee for a rifle has gone up 500 per cent.

Three years ago I had one rifle which cost me 1s. to license. At the moment I have two rifles which cost me 10s.; and the cost seems to be ever-increasing. If one had five rifles one would still have to pay an extra 5s. for each rifle; yet three

years ago it would have cost only 1s. It would be difficult to convince me that costs have risen to that extent.

There is still the one policeman in every town who collects his usual wages and does his ordinary day's work; he still has only to tear off a strip of paper which constitutes the license; and yet the man in the bush is being charged 500 per cent. more than he was three years ago for an identical service. I know this charge is the same for everybody, but we must not lose sight of the fact that the man in the outback depends on his rifle for his meal.

Another cost to which I would like to refer is the £1 extra by way of surcharge on motor vehicle insurance. That was purely and simply a tax imposed on the motorist. What benefit does the motorist derive from this £1 surcharge? None whatever! In the metropolitan area owners of motor vehicles use their cars every day for one reason or another. Perhaps they can afford to use them every day and pay the extra £1. Then again we have fleet owners who pay this £1 surcharge but who are able to claim a taxation deduction in respect of it, depending on the number of cars they have. It is not possible, however, for the prospector up north to make any such claim for his vehicle. He may, perhaps, use his vehicle once or twice a week to pick up his stores.

The Hon. A. R. Jones: And mostly over bush tracks.

The Hon. D. P. DELLAR: Mr. Jones is burning up the roads! Apart from using his vehicle once or twice a week, the man in the outback usually leaves it lying under a gum tree for the rest of the time. It is little wonder, therefore, that I should say that talk of decentralisation is only lip service. Decentralisation might extend up to perhaps 100 miles from the metropolitan area; certainly no more.

I was going to speak at some length on the Workers' Compensation Act, with particular emphasis on silicosis and other miners' diseases. I am very happy, however, to find that the Minister for Mines has appointed a committee to inquire into this matter, and I offer him my congratulations for having done so. I will await the findings of that committee before saying anything more on the subject, but I do hope it recommends a complete review of the Act.

Speaking on the Supply Bill the other day I mentioned a short telephone line. I said that I protested to the Federal member of my district in regard to the matter. I have here a reply that the Federal member received from the Postmaster-General in regard to my request, I will quote a small portion of the letter which is as follows:—

The extension of telephone facilities to Mt. Ida already has been examined exhaustively. Unfortunately the costs

of erecting a Post Office pole route or installing suitable radio equipment are so great as to make the proposition financially prohibitive. I regret, therefore, that the Department is unable to accede to your request in this connection.

That reply was received in regard to a request for 40 miles of telephone line to serve approximately 130 people. Mr. President and honourable members join me in bowing our heads in shame.

Our pioneers of 60 years ago who went out into the back country with wheelbarrows, horses, and drays would not have worried about 40 miles of telephone line. They would have put it up themselves. Yet, 60 years later in a modern age and with all the modern equipment that we have, the department cannot see its way clear to put up 40 miles of telephone line.

The Hon. R. H. C. Stubbs: They can put up telephone calls.

The Hon. D. P. DELLAR: Yes, they can put lots of things up; but when it is something to help people they cannot see their way clear to do anything. The fellows of 60 years ago would turn over in their resting places if they could see the treatment that is being handed out to people in the outback.

I wish now to speak for quite a bit about the roads in the north country; and once again I do not think what I have to say will make too many people happy. I was born there and lived in that area and I feel it is my duty to bring this matter up whether I offend or not. When one goes within 100 miles of the coast in any direction one will see bitumen roads leading in all directions. Wherever there is a road leading to any corner one will find that it is bituminised. I say good luck to those people in the agricultural areas, and I hope they get more bitumen roads and better roads.

The other day I asked the Minister for Mines a question regarding a road from Menzies to Leonora. The question was as follows:—

With regard to the proposed route of the bitumen road from Menzies to Leonora, will the Minister inform the House—

- (a) (i) if it is going through Jeedamya station property; or
- (ii) will it follow the present railway line; and
- (b) what advantages will decide the route?

Much to my disgust this matter turned out to be the same as the telegraph line—they were worried about the extra cost. The Minister replied as follows:—

- (a) (i) The existing road from Menzies to Leonora is located through Jeedamya. Except

for minor deviations where alignment is not satisfactory it is proposed to adopt the existing road which goes direct to Leonora over the bridge crossing of Lake Rae-side.

(ii) Answered by (a) (i).

- (b) There are advantages in taking into account the salvage value of the existing road and its condition of compaction, and there would be advantage also in that it would be the shortest route.

The Hon. A. F. Griffith: Don't you think that is the common sense thing.

The Hon. D. P. DELLAR: No, I do not. There is not one bit of sense in it.

The Hon. A. F. Griffith: You believe in going the long way round.

The Hon. D. P. DELLAR: The longest way and the sweetest way. That may sound silly, but I will give my reasons for saying it. I would say the people responsible for mapping out this road to go through Jeedamya station showed very little thought, if any.

The Hon. A. F. Griffith: You know more about it than the engineers.

The Hon. D. P. DELLAR: That is for sure; and I am prepared to stand here and say it. Too much engineering work is done from St. George's Terrace.

The Hon. R. Thompson: Not enough local knowledge—I agree with you.

The Hon. W. F. Willesee: Hear, hear!

The Hon. D. P. DELLAR: I would say the engineers of 60 years ago were 100 per cent. on these fellows, if that be their only excuse for taking the road that way. The railway follows the goldmining belt from Menzies to Leonora. However, they are going the short way. They say 15 miles, but I know it is 10. I was born there. They will cut out the goldmining belt and serve one pastoralist only. By following the existing railway line—and one of the most important things at the present time is to follow the gold mining belt—at least eight pastoralists would be served. After hearing these facts can the Minister see any sense in the reply which I read?

The Hon. A. F. Griffith: I cannot see any sense in one man who thinks he knows everything.

The Hon. D. P. DELLAR: That is for sure. I do not know everything, but I know what I am talking about. The engineers were afraid of the hue and cry that would break out in Leonora, because the Leonora people would have to cover an extra 15 miles—no, I will stick to 10. Surely after travelling for a number of years over boulders, stumps, mulga, and corrugations,

they would not worry about travelling an extra 10 miles on a bitumen road. I am sure of that.

The Hon. R. Thompson: It is only the cost of a Minister's trip overseas, isn't it?

The Hon. A. F. Griffith: That is a smart one.

The Hon. L. A. Logan: That would not do half a mile.

The Hon. H. C. Strickland: He did not say the tipping; he said the tripping.

The Hon. D. P. DELLAR: I have not finished with regard to the cost. Once again I know too much. Unfortunately I do know too much when it comes to the cost of this road. When the 18-mile peg is reached and the road leaves the railway line and heads for Leonora all of the materials required will have to be taken off the trucks at the 18-mile peg and carried over 40 miles by road. If the materials were loaded on to a rail truck at Menzies, Leonora, or Kalgoorlie, they could be railed within 10 yards of where the road should go. Yet those concerned are prepared to take the materials off a truck and cart them 40 miles; and they are worrying about the little extra cost to provide a shorter route of 10 to 15 miles.

Over the last 12 months the Water Supply Department or the Main Roads Department has been going along putting in little dams in order to conserve water in connection with the bituminising of this road. However, had they followed the gold mining belt there would have been no need for that whatsoever. Seeing that I know so much probably I can enlighten the Minister. Had the engineers of the department concerned seen me a few years ago I could have informed them that at Jessop's Well 30,000 gallons of water per day were running away. At Kookynie 40,000 to 42,000 gallons of water run away per day, and at Champion Flats the figure is 30,000 to 40,000 gallons.

Despite this, the department saw its way clear to put down these little dams in order to save cost when the water which is required was already there. All that was needed was a little pump. The water could have been put on railway trucks or motor trucks and taken along the road. At present they have to cart the water 16 miles either way. They also need water to fill the dams. It is no good building dams where there is no water. However, at the places I mentioned, thousands of gallons of water are running away each day.

I am going to repeat myself and say this: It is high time this Government or any other Government—

The Hon. A. F. Griffith: I am glad you said that.

The Hon. D. P. DELLAR: —took its mind a little further than 150 miles from the coast. I think the people within that

radius have had a pretty fair go. If we are going to assist people, let us do something about decentralisation and not just talk about it. That is the only way.

I could be wrong, but in my opinion that is the only way we are going to do away with centralisation. People are not going to stay in the north paying high costs when they can get things for, say, half the cost in the metropolitan area. It will not be many years before people will be leaving the metropolitan area in flocks, because they will be only too happy to go back to the north. That is my answer to centralisation. I support the motion.

THE HON. H. C. STRICKLAND (North) [8.32 p.m.]: Like other members who have already spoken to the Address-in-Reply I welcome the new members to the House and regret the passing of those they have replaced.

I listened intently to the Lieutenant-Governor's Speech and I was very disappointed with some aspects of it. I am not going to travel completely through the Speech, but merely touch on two subjects—or, rather, the absence of one and the mention of another. The subject which was absent is one of greatest importance. It received scant consideration by the Government in His Excellency's Speech. That particular absentee happens to be unemployment.

The only reference of any kind in the Speech to unemployment is one which gives a preliminary précis of the distribution of the terrifically large sum of money which the Government has had at its disposal in the past 12 months, and out of that very large sum which was spent by the Government we find that a special allocation from a Government grant to stimulate employment was mentioned in the Speech.

The number of people registered with the employment bureau has averaged 5,000 to 6,500 persons per month and at the present time there are slightly over 6,500 registered unemployed, which is unfortunate for those who are registered. It seems to me that the effort which was made by the Commonwealth Government in granting to the State Government a special allocation of £510,000 to stimulate employment for the 5,500 to 6,500 people who were registered for employment is rather a paltry sum, because even if it were distributed on a cash basis per capita it would amount to only £85 for each person, which is, of course, not a very invigorating stimulant.

I feel that the Government's effort on behalf of the unemployed has not been very great, and as a result the number of unemployed continues to increase. All this is in spite of the fact that the Government has had very large sums—record sums—at its disposal. Of course, each Government

would have the same increased amount of money as the years go by—at least we would hope so, anyway.

The only other reference made to employment of any kind came from the Minister for Housing. In his contribution the Minister said that housing played an important part in a successful State drive to attract migrants from Britain to meet the demands for skilled workers created by economic expansion. That is a fact. That is correct. But, of course, this economic expansion and these exciting ventures, works, and projects about which we read from day to day are, most unfortunately, not having the effect which the Government is endeavouring to create. The Government is endeavouring to create what some Ministers choose to call a public image of the exact position in the minds of people. We read of fabulous iron ore discoveries, about which members on this side of the House told the House several years ago, and who were not believed.

Despite all the advertisements in connection with mining and the talk about mineral deposits being discovered, being leased, and being taken up in other ways; and despite the fact that we read about the development of new ports, new towns, and goodness knows how many miles of railway line throughout the north-west, the image which is being presented to the public in respect of all these works which are being created has had the net result of putting more people on to the labour market; of having more people registered for work on the labour market.

According to the Press there are today 6,600 registered unemployed in Perth. Of that number, 2,200 are under the age of 21. They are minors. That is a most unfortunate circumstance for the 2,200 young people who are unemployed. It is most unfortunate indeed that work cannot be found for them, has not been provided for them and has not been proposed for them in the foreseeable future.

Whether the Press and the Government, or the Government and its Press agents create the public image to which I have referred, I do not know. I do not know which way it is; I am never too sure whether the daily Press speaks to the Government or for the Government. I have been here for 12 years trying to establish that. I am certain that during the six years I was a member of one Government the Press did not speak for the Government, but it always spoke against the Government.

This image about which I am speaking is a new phrase which has been coined and invented since the Ord River diversion dam was completed. We find that the public image is not achieving the results which the Government intends. The Government can mislead people into believing that everything is rosy and that expansion in this State is dynamic. But that is not the case.

People who read the daily newspapers from end to end will find tucked away, sometimes in a little corner, something of the greatest interest. For instance, despite all the claims which are made both here and in other countries that Western Australia is bursting at the seams with expansion, and expanding at a rate greater than other States, we find that a studious authority who has been concerned with the economic expansion of Western Australia, and who has studied the facts, found, and has stated in the Press, that we have only just marked time; that Western Australia is only maintaining its place with other States of Australia regarding industrial expansion.

That is rather a good achievement, anyway, for us to hold our own with such a small population, and with such a huge area. I do not take exception to that fact, but to the exaggerated reports which are presented to the public and which are found to be not quite correct.

I hope the Government will take more prompt action in future in connection with unemployment, because, after all, we not only have the poor unfortunates who are unable to earn a living, but we also have to worry about the general economy of the State, because the earnings of those 6,600 registered unemployed—there are many more who are not registered, of course—are always injected into the economy and naturally help to expand it.

The Hon. A. F. Griffith: This Government has done a great deal more about the problem than your Government did.

The Hon. H. C. STRICKLAND: This Government has been a bit late in getting off its haunches. All of a sudden the Government found £1,000,000 to inject into the housing programme—

The Hon. A. F. Griffith: It did not do anything of the kind.

The Hon. H. C. STRICKLAND: —since the Opposition in another place raised the question and moved an amendment to the Address-in-Reply. Like the rabbit out of the hat, out came £1,000,000.

The Hon. A. F. Griffith: Sheer unadulterated nonsense.

The Hon. L. A. Logan: You are off the beam.

The Hon. A. F. Griffith: That is just nonsense.

The Hon. H. C. STRICKLAND: That is what we read in the Press. The Minister's press agent has evidently been printing some nonsense, as the Minister calls it.

The Hon. A. F. Griffith: Don't be silly.

The PRESIDENT (The Hon. L. C. Diver): Order! Order!

The Hon. H. C. STRICKLAND: When we have a Minister who does not believe his own statements and calls them nonsense it is time the Ministry was changed.

The Hon. A. F. Griffith: I thought you would say that. That is wishful thinking on your part.

The Hon. H. C. STRICKLAND: Those are facts, and it is most unfortunate that we should have reached such a stage of unemployment in Western Australia. Undoubtedly there are possibilities in the pastoral industry—

The Hon. A. F. Griffith: It is better now than it was before.

The Hon. H. C. STRICKLAND: —and there are possibilities in the mining industry. In 80 years' time one company is going to establish steel operations. The grandchildren of those 6,000 unemployed have a future to look forward to. Whether they will be working for Australians or for somebody else, we still have to find out; because we notice that quite recently overseas companies—foreign companies—are gradually finding their way into Western Australia and do in fact control a mining industry in the north-west, and a most important one.

I also find that in His Excellency's Speech there are several references to the north-west and to parts of the north that are expanding, but there is an absence of reference to one spot which, of course, the Government apparently intends to wipe off the map of the north-west: the town of Onslow.

For some reason or other which has not been publicly stated, the Government has set up an Administrator for the North-West, and from all I can gather the administrator administers nothing. He is apparently an offshoot of the office of the Minister for the North-West; and his administration, as far as I can see, for as long as he has been Administrator of the North-West, which is not very long, appears to be a cushion for the Minister for the North-West, or the Government, to sit upon. That is the way it appears to me.

My first official correspondence from the Administrator of the North-West—I have only had two letters from him—was to advise me that he had decided to set up consultative councils throughout the north-west, on which would be represented the local authorities in three districts—north-west; central north; and Kimberley.

When notifying me of the intention to set up these consultative councils, the administrator went to great lengths to tell me in a very polite way that I must keep my nose out of the consultative councils of the north-west; and not only I but all north-west members. All the democratically elected parliamentarians of the north-west were to be barred from

the meetings and the set-up of these consultative councils. They were to be held in secret.

The Hon. F. J. S. Wise: In fact they were barred.

The Hon. H. C. STRICKLAND: Yes; the meetings were held in secret, and as far as I can gather they still are.

The Hon. A. F. Griffith: Perhaps he did not want you to pour cold water on that lot.

The Hon. H. C. STRICKLAND: I do not mind being told I am not to attend any meetings, or that I must expect not to be asked to attend any meetings; I do not mind that at all, but I do think it is rubbing salt into the wound when some months pass and then another communication comes along setting out the dates on which the consultative councils are to meet, but no other word; not even "for your information" or anything else, just the bare "The Hon. H. C. Strickland, Dear Sir, This is to advise . . . Yours faithfully, Administrator."

I waited for several weeks wondering what would follow, but nothing happened, so I thought I would write to the administrator to ask him whether I was to expect an invitation to fly to these meetings, or what was the position. On the communication I received there is no information that members were likely to be asked. I wrote to the administrator, but I have not received any reply, so I do not know what is going on. I am aware, however, and so is the public, that one of the administrator's first actions was to fly into cyclone-damaged Onslow and report to the Government, or the Minister, or whoever it is that he reports to, on the future of Onslow.

I might mention that the administrator knows nothing of the north-west except what he has learned since he was appointed to his present position. He knew nothing when he was appointed, apart from what he had read, because he had never lived there; but he and two other officers, who also know very little of the north-west, were commissioned to inquire into the residents of Onslow—not the town of Onslow but the residents who comprise the town. If there were no residents there would be no town.

The committee reported to the Government that Onslow should be removed some 70 miles inland and established at Nanutarra Station where the river can be crossed when it is possible to get to it. They did not add that it cannot always be crossed at Nanutarra owing to the high floodwaters, but it can be crossed lower down.

Cabinet apparently considered the matter and decided to adopt the committee's report and survey a town into blocks 70 miles inland, where the temperature for

most of the year is rarely under 112 to 118 degrees, and goes up to 120 and 122 degrees. This townsite is to be surveyed, and the people who desire to move there can go there.

It is a remarkable thing that the Government did not bother to wonder why the people would not want to move 70 miles inland. What is there for them at that place? Shipping is the reason for the town of Onslow being where it is, because it is on the coast and it is a port. But Cabinet decided to withdraw the shipping by July, 1964. Whether the residents liked it or not, Cabinet was going to take away the shipping and take away the livelihood of the residents.

The Hon. F. R. H. Lavery: Is that a recommendation of Captain Williams?

The Hon. H. C. STRICKLAND: I do not know; I am talking of the recommendation made by Cabinet. It is a fact well known by people who know the north and who know Onslow—and Roebourne, Port Hedland, and any other port along the coast—that if the shipping service is removed the port will be killed.

Well, that was the first recommendation of the administrator and his committeemen. He reported to the Government, or to his Minister, who reported to Cabinet, and Cabinet adopted the proposals and wrote to the Ashburton Shire Council accordingly.

Naturally the people in Onslow became rather alarmed, because after all if a person owns a house, a business or a hotel, who is going to remove his house or business or hotel 70 miles inland; and what for? There would be no business there whatever with road transport—absolutely none; and we could not get private enterprise to invest in a hotel similar to the hotel which services Onslow now. We could not get private enterprise to invest £100,000 odd, at least, in order to replace a building of that type 70 miles inland. Nobody would be required there at all. So I cannot understand why the Government which, through the Press is presenting an image to the public, as it calls it, of expansion and development in the north on a very large scale, simply decided to wipe out a port and township of the north-west.

There are only about ten towns in the north. The people at Roebourne are wondering what is going to happen to them when the willy-willies change their course and go back there. They were there years ago and then they shifted lower down. Nobody can say that they will never go back north again. What will happen if Point Samson jetty blows away? Exactly the same thing: withdraw the shipping and kill Roebourne. The same thing could apply right along the coast; but of course there is a limit, and the limit would be reached once we got to the Kimberley

towns. I am of the confirmed opinion, the same as any other person who has spent some time in the north-west, that the Government has made a serious mistake.

I had the pleasure of introducing a deputation to the Acting Premier before a final decision was made by Cabinet in connection with Onslow. The members of the deputation comprised myself, Mr. Mervyn Forrest, who was a member of this House for six years, and Mr. Ashburton Clarke, who was born in old Onslow, which was 12 miles removed from the existing site—that was inland, and it was shifted to the coast.

With your permission, Mr. President, I would like to put on record an article which appeared in the daily Press today, written by Mr. Mervyn Forrest, and which, regarding Onslow, covers the position completely as the great majority of the residents of Onslow and the district view it, and as all members of Parliament representing the district view it. So I would like to place it on record because Mr. Forrest was a Liberal Party member of this Chamber for six years. The article which is headed "Cyclone Damage and the Future of Onslow," is a letter to the editor from R. Mervyn Forrest, Minderoo Station, Onslow, a resident of the Ashburton district for more than 40 years and chairman of the road board for 23 years, and it states—

The approach of the State Government to the town and port of Onslow seems remarkable in many ways.

It is well known that Onslow is no more or less susceptible to cyclones than any other portion of the West Australian coast from Broome to North-West Cape.

It is equally well known that properly constructed buildings satisfactorily resist the cyclonic winds experienced in these areas. Ample evidence of this can be found in Onslow, Roebourne and neighbouring stations.

The damage done to the Onslow jetty was caused not so much by the 1961 cyclone as the lack of proper maintenance to the jetty in preceding years. The deplorable condition of the jetty at the time of the cyclone was well known to local residents.

The Hospital

The damage to the half-constructed hospital in the 1963 cyclone is even more remarkable.

Ignoring the advice of the Ashburton Shire Council, the Government decided to erect the hospital during the cyclone season. This resulted in the building being half completed and in a most vulnerable condition when the cyclone struck.

The ensuing almost complete destruction is apparently put down to cyclone damage, instead of bad organisation and planning.

Many other buildings, particularly State Government houses erected in Onslow and other North-West towns in recent years are, in the opinion of experienced local residents, not constructed in a proper manner to resist cyclonic winds.

The Government has decided to defer any action regarding either repairs or any new construction in Onslow while investigating the problems associated with the establishment of a new townsite inland in the vicinity of Nanutarra.

In the meantime, to quote only one example, the district has hospital facilities which are probably the most deplorable in Western Australia.

This proposal, which is strongly resisted by the majority of Ashburton pastoralists and residents, would involve the following:

- Closure of a valuable shipping service to pastoralists and mineral interests, in which further development now appears certain, at a time when the provision of facilities to the North-West has become essential.

- Abandonment of the best natural all-weather air strip in the North-West.

- Indirectly causing people to move inland with consequent lack of amenities in an area where conditions in summer are, at best, very arduous. Development of the inland is most important but should not be done at the expense of port outlets.

- Abandonment of facilities, buildings etc., worth many hundred thousands of pounds, and the condemning of the town of Onslow to slow but inevitable extinction.

The establishment of a good road system from Carnarvon north is a natural development which in any case should be pressed forward with all the speed that financial considerations permit.

Opening of further ports will in due course become necessary. Closure of any port at this stage cannot, and must not, be considered.

Anybody with any commonsense will endorse those remarks by Mr. Mervyn Forrest. There is not the slightest doubt that an established port should be maintained. The Government intends to kill Onslow by withdrawing the shipping service to that port in July, 1964. Why Cabinet should make a decision such as that is extremely hard to understand because it does not make sense. It could not be a matter of what it costs the State

Shipping Service, because if that is of paramount importance that service should not be existing at all and should be withdrawn from all ports in the north. In particular, it should be withdrawn from Geraldton which is served by two fine bitumen roads and two railways; one going through Wongan Hills and one running through the Midlands.

Therefore an argument based on costs and losses should not even be considered by the Government. If it was, the members of the Government were not fully aware of what was entailed. State ships calling at Geraldton involve no more operating cost than when calling at Onslow. Only a few weeks ago I took the opportunity to study charts when travelling along that coast and I had them checked with the officers in charge of the ships at the time. To deviate from the shipping lane of the north into the port of Geraldton means that the ship has to travel a distance of 15 miles from the time it leaves the shipping lane to the time it returns to it.

For the ship to deviate off the shipping lane into Onslow it has to travel only a distance of 14 miles; one mile less than it takes the ship to deviate into Geraldton. So operating cost means nothing and therefore it is very hard to make common sense of the decision made by Cabinet to deprive lonely Onslow of the shipping service and thereby kill the town.

I hope that by 1964 the members of Cabinet will have had time to reflect on their decision and will pay heed to the wishes and desires of the people served by Onslow as a port and will not be concerned over the saving of a few hundred pounds of operating costs of the State Shipping Service by omitting Onslow from that service. As I have said, if the cost argument holds water, the shipping service should be withdrawn from all north west ports, and particularly from Geraldton which is served by two fine bitumen roads and two railways.

I now desire to say a little more on what might, in the minds of members, have become a hobbyhorse of mine. I wish to speak on the north Kimberley area—that land lying north of the line running from Derby to Wyndham. For the most part it is unoccupied, but it is exceptionally well-watered by natural rains and natural catchments, and with rivers which run for most of the year. In fact, some of them run the year round. It contains some of the best soil in the whole of the north of Australia.

The reason why it is unoccupied is because of its inaccessibility. That was especially so in the days of donkeys and camels, but it could be made more accessible in these times by the use of modern machines and by the construction of a jetty in Napier Broome Bay.

I spoke on the development of this country in this House some 10 or 12 years ago, and I did have the pleasure of getting somewhere near bringing about its development when I became a Minister in the Hawke Government. With the aid of the then Minister for Lands (Mr. Hoar) and the then Surveyor-General (Mr. Fyfe), an expedition was organised and sent into that country in 1954 to check previous reports by Government surveyors—one by Brockman in 1901, and one by Eastman in 1921.

Both those reports referred to the prospects in that area from a pastoral angle in glowing terms. Morgan made the expedition to the Kimberleys in 1954, and his report, published in 1955, substantiated the reports of the previous surveyors. As a result, pastoral properties were surveyed by Morgan whilst he was there. I suppose they are the only pastoral properties that have been truly surveyed. Following this, tenders were called, and in 1957 or 1958 each of these properties found lessees.

For the most part they were men from the Eastern States with substantial resources. When they travelled to the north Kimberleys after coming across from the Eastern States they found they could not reach their properties because there was no access to them, and those leases, in the main, have now expired and reverted to the Crown. One or two of them are still held, and the lessees have established their homes on the properties and proceeded as far as they can with improvements, but there is no communication between their homesteads and the outside world except by travelling over a very difficult route to Wyndham.

An alternative means of travel is available through the good graces of the Benedictine Mission which is established in Napier Broome Bay at Kalumburu. The mission has established a shipping service by means of a barge which meets State ships some 20 miles out from the mission.

This land offers one of the greatest opportunities to any Government to achieve some real development in what is, I suppose, one of the few parts of Western Australia still remaining unproductive. Those who first entered that area were the members of the Benedictine Community of New Norcia. After reading Brockman's report in 1901, Bishop Torres decided to establish a mission there, and he explored the country in 1906. He first established his mission in 1908 on the Drysdale River at a place called Pago. The members of this Benedictine community were Spanish and one will find that many of the centres there have Spanish names.

However, the Benedictine Mission found that the land at Pago was not suitable for agriculture, and as they had to live

off the land they moved and established the mission at Kalumburu. In practically every weather report Kalumburu is mentioned, so no doubt members have heard of this mission before. The members of the mission established themselves at Kalumburu under very trying conditions. They had thousands of natives to contend with in those days. Although friendly, the natives proved to be treacherous at times. In 1913 a large number of bush natives gathered around the mission. Evidently the natives had heard of the food that was being handed out, this food being grown mostly by the missionaries themselves.

The natives grew treacherous and one of the missionaries was speared and fell to the ground. However, the mission survived this attack and remained at Kalumburu. Its members have rendered some great service in that area during the 50 odd years the mission has been there. Members of this House will recall two German aviators who were lost in this area in 1932 while flying to Australia. They were Bertram and Klausman, and they were flying from Timor and were reported missing in Darwin which was their scheduled destination. In those days there were no radios, but news of the lost aviators reached the mission and its members sent natives out to look for these two men. There are still two natives at the mission who were members of that search party who found Bertram and Klausman, whose plane had crash-landed along the coast.

The search party found the men in a very bad state because they were suffering from lack of food and water. At first an attempt was made to feed them with tinned food, but as they could not digest it, the natives caught and cooked some native game which eventually the aviators partially masticated, and their lives were saved. Since the last war Bertram has revisited the mission to see the natives who are still residing there.

At the time Darwin was bombed during the last war a small radio set was then in operation at the mission. Word came through that the *Koolama* was beached some 60 miles from the mission. The father in charge of the mission took the mission lugger out there and brought back some passengers and crew. They were fed and looked after by the mission for a month or so, until they were taken out of the area.

A rather tragic circumstance occurred in 1943. Exactly to the day in September of that year the mission was attacked by Japanese aircraft. In a rather appropriate way a book describes the experience at the mission when it states that "Monday, the 27th September, 1943, dawned in an atmosphere of uncertainty, like many other

first days of many uneventful weeks. No-one perhaps recalled to mind that exactly 30 years before the then wild aborigines had launched an attack on the missionaries; yet by grim coincidence that very day they would have a second and more successful attack, this time by civilised savages."

The Japanese raided the mission, and unfortunately scored a direct hit on a slit trench. All that was found was a piece of the scalp of the Superior in charge. He and some natives had gone into the slit trench, but they received a direct hit.

I have covered the background of the mission to give some idea of the arduous times those people went through. From primitive savages the mission built the aborigines up to the stage when they became Christianised.

The Minister for Housing has assisted the Department of Native Welfare in an admirable way by establishing on that mission a housing area for Christianised natives who are marrying and settling in, exactly like Europeans and others do. They have reached the stage when they have become a community quite able to look after themselves. I am speaking of aborigines who have been Christianised, and a remarkable result has been achieved.

Except for the bad times, the same type of progress has taken place in the Forrest River Mission which is only 80 miles away, but the country in between comprises very rugged terrain. The empty fertile land to which I have referred lies between these two missions. I am positive that some of this land can be put to very profitable use if any Government is bold enough to take the step by introducing into our laws a provision to assist the natives to carry on general agricultural pursuits.

After a visit to this mission I wrote to the Minister for Lands some two years ago and suggested that one of the pastoral leases which adjoins the mission—not one surveyed by the Morgan party, but one selected prior to the survey and leased in 1951—be resumed. I am referring to the Carson River Station, about which I have asked questions in this House.

This station comprises 326,000 acres, and without doubt it contains the finest parcel of land in the Kimberley. In the 50-odd years of its existence, the mission has proved that almost any crop can be grown in that area. The people there have carried out some wonderful experiments in vegetable and fruit growing, and other experiments which revolutionise that area from a pastoral angle.

That was one reason for my writing to the Minister to suggest that the 320,000-odd acres of land be resumed by the Government—of course with compensation being paid to the lessee—and that an experiment be carried out by settling the

Christianised aborigines on it. I am quite certain such an experiment will not fail; I am also positive that beef can be raised in that area of the same quality as that raised at the Ord River Dam area, and that can be done without having to find the cost of building a dam.

The Carson, Drysdale, and King Edward rivers which flow over this land, run all the year round; and there is no need to dam them. Apart from that, the Spanish priests and brothers at Kalumburu Mission have established Townsville lucerne without the need for irrigation. This is a legume grown in the district of Queensland, with which Mr. Wise probably had a lot to do in his youth when he was an officer in the Department of Agriculture in that State.

Without assistance from the Government or anybody else those at the mission broadcast some Townsville lucerne seed, and superphosphate by hand. They did that about half a mile from the mission. Now the legume has spread from that experimental plot throughout the mission grounds, and is doing particularly well.

According to the father in charge when I questioned him, the carrying capacity of this legume is two beasts to the acre. He said that, from experiments he had carried out, that could be done; but under the conditions of the trial I am doubtful. However, he was satisfied.

In *The West Australian* of the 1st August we find a rather startling report on this legume. It states—

Discovery May Boost Cattle Production
Brisbane, Wednesday.—Means have been discovered to increase beef cattle production ten-fold in the 70,000,000 acres of usable speargrass country in North Australia.

The Commonwealth Scientific and Industrial Research Organisation's chief of tropical pastures, Dr. J. Griffiths Davies, today gave details of the discovery to the Queensland Council of Agriculture.

He said it was the most startling single development in his 37 years' experience.

C.S.I.R.O. trials during several years at the Rodd's Bay experimental station, near Gladstone, had proved it was possible from a production standpoint to convert the speargrass country into pastures even better than the finest in the southern States or New Zealand.

The key was to sow dense swards of Townsville, a legume capable of supplying heavy quantities of nitrogen, with a dressing of superphosphate containing small quantities of the element molybdenum.

For an annual cost of 22s. an acre, speargrass country at present producing 19s. worth of beef an acre annually could be transformed to produce £10 3s. worth of beef annually.

These figures were conservative.

That is a startling development, and as I pointed out it is well established at this mission station.

I suggested to the Minister two years ago that Carson River Station be resumed, and be made available for the purposes I mentioned. Naturally the Minister consulted his department, but the department was not impressed. I do not know whether any officers of the department knows much about this matter; and those officers do not visit this area frequently. The reply I received from the Minister for Lands, dated the 26th July, 1961, was as follows:—

Dear Mr. Strickland,

re Carson River Station

Further to my letter to you of 27th ult. concerning proposals for closer settlement of the area described in your letter of 23rd May, I now advise that I have received the Director of Agriculture's report and have given earnest consideration to your suggestions.

The Director supports the views expressed by the Surveyor General that it would be many years before it would be economic to carry out agriculture in the vicinity, and I feel that, although parts of the area may be suitable for agricultural development, the more extensive and more accessible areas of land adjacent to the Ord, Fitzroy and Lennard Rivers, should be opened up first.

I thank you for advancing these proposals but I fear that intense culture and establishment of settlement in the area may be some time off on account of the heavy cost of roads and other facilities.

The departmental officers took the view that the mission wanted to grow rock melons, water melons and pawpaws for sale. I might have omitted in my letter to state that I was more concerned with beef production. The officers took the line that intense culture, rather than grazing with introduced grasses, would be carried on. I hope the Minister will have another look at this matter, because I intend to write to him again asking for a review of the position before this particular lease is renewed for a period of 50 years.

The questions I have been asking about this lease have led to the disclosure that no official inspection of the lease has been made by pastoral inspectors since it was issued in 1951. The reason given was that there was no access to the lease, but that is rather strange, because both my wife and I have been there twice in the last

two-and-a-quarter years. There is another member of this Chamber who has been there—not actually on the lease but close enough to it so that he could walk there quite easily. In my opinion it would be a breach of the Act for a renewal period of 50 years to be granted to a pastoralist who is not producing anything.

I do not know whether he has sold anything off the place. He has not sold any cattle to the Wyndham Meat Works. I do not think he produces anything and, as a matter of fact, he has no plant. He has no mustering plant or droving plant. He goes to the mission and asks the superior for the loan of the mission droving plant and the native drovers tell the superior that they do not want to work for him because he is too lazy. It is something for a native to say that someone else is lazy because there is no-one lazier than some aborigines around there. That is a positive fact.

I have nothing against the man but he is a misfit. He went there with £20,000 in his pocket and is living under a pandanus palm. He has refused an offer of £9,500 for the property. I do not know what the people thought they would be paying for. He claims he has 1,000 odd cattle there. Of course they must have strayed there from somewhere else—that is a positive fact.

As I say, I hope the Minister for Lands, particularly, will send his pastoral inspector up there. It is no difficulty at all to get there. There is a regular air service once a month, but the Government could do the same as Mr. Abbey and I did—charter a plane, which was very comfortable.

It is 110 miles by air from Wyndham. It would not be so far from the station itself to the Wyndham Meat Works. However, the difficulty in getting cattle to the works is tremendous. It is almost impossible. When the Benedictine Mission has some cattle for sale next year for the Wyndham Meat Works it will have to drive them some 70 to 80 miles to the Forrest River Mission. It will then use the Forrest River Mission's barge from there to Wyndham.

I think the capacity of the barge is eight cattle at a time. It takes one day to go to Wyndham and one day back, so it will be able to move an average of four head of cattle per day. The Government could assist the Forrest River Mission and the Kalumburu Mission, and any other settlers in the area—the Carson River lessee, too, if he can find his cattle—by establishing a loading ramp opposite Wyndham in Cambridge Gulf so that the barge could run across and do several trips a day. That would be great, because Forrest River Mission is 60 miles away from Wyndham by water.

The Hon. C. R. Abbey: Do you know if they have found a road from Kalumburu to Forrest River Mission.

The Hon. H. C. STRICKLAND: The only attempt made to find a road has been made by the missionaries themselves.

The Hon. C. R. Abbey: Yes, I know.

The Hon. H. C. STRICKLAND: The missionaries have tracks which they use with an ordinary four-wheel drive motor vehicle to go from one mission to another. They do not, of course, go frequently. In the wet season it is impossible because several big bridges would be needed to cross the rivers which run in the wet season. In the dry period they are able to go through because although the rivers are still running there are rocky outcrops. The cattle would be driven on the hoof. To drive cattle some 80 or 90 miles up there is neither here nor there and could be accomplished very well.

I hope the Minister will look again at this particular lease and give the aborigines an opportunity to develop themselves further than they have now and not wait until the country is taken up and settled by other pastoral lessees who will merely employ them as stockmen. Give them an opportunity to do something for themselves because they would be hurting no-one. The station to which I have referred should be resumed anyway.

I would like the Government, or the Native Welfare Department for preference, to take it over and either the missionaries or the department to supervise the activities. It would be money well spent and they would be saving the existing lessee from finishing up with absolutely nothing. He is only a young man but he is there on his own—when he is there; he spends a lot of time in Wyndham—and there is only one thing for him in store, and that is disaster, I am afraid. Therefore I hope that the attention of the Minister for Lands will be drawn to the matter and that he will make a very quick inspection of this particular area. It can be done quite easily. He can fly to Kalumburu and can there obtain a horse or whatever he wants to have a look over the property. The lessee himself has no transport. He has nothing.

If the Minister will do something like that in conjunction with the Minister for Native Welfare to open up that country as a grazing area initially for natives, he would be doing the natives a good service and also the community; because I am afraid we will be waiting for years for something to turn up from the Government in relation to a jetty in Napier Broome Bay, or some road transport through the hinterland, and by that time, we will not be here to know anything about it.

It is an urgent matter in my opinion, and the natives in that area deserve some consideration because they have in that particular district become Christians and are a credit to the missions. However, what is to become of them? They will merely marry, have children, and sit around and look at themselves, because they have no future prospects. It is our bounden duty to give them an opportunity to do something for themselves—the same opportunity that is given to everyone else in Australia. I support the motion.

Debate adjourned, on motion by The Hon. F. R. H. Lavery.

House adjourned at 9.39 p.m.

Legislative Assembly

Wednesday, the 21st August, 1963

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