

The Hon. E. M. HEENAN: I would like to reiterate a couple of salient points made by the honourable Mr. Stubbs who said that industrial deafness was accepted in Queensland and in New South Wales as an injury under their Acts. Apparently the other two items proposed to be added are accepted in England.

I agree with the Minister that with their inclusion it might be possible to get compensation for poisoning and for the effects of X-rays, if it could be proved that the injured worker under our existing law could get compensation. In the case of industrial deafness the onus is on the worker to prove his case. He is not handed compensation because he is deaf. He may have to make out a case as to how he became deaf and point out that there was no hereditary deafness in his family but that it was caused due to his occupation.

He would call expert medical opinion in support of his testimony to convince the tribunal, and if he could convince them he should be compensated. I hope the Committee will be generous in this matter remembering that this can be done in New South Wales and Queensland. I know of only two men in Kalgoorlie who have been injured in this way.

The Hon. D. P. Dellar: There are quite a number.

The Hon. E. M. HEENAN: However, the proposition has been fully discussed. I hope the Committee will not only be generous, but also fair-minded by agreeing to this amendment.

Amendment put and a division taken with the following result:—

## Ayes—10

Hon. D. P. Dellar	Hon. R. H. C. Stubbs
Hon. J. Dolan	Hon. J. D. Teahan
Hon. E. M. Heenan	Hon. R. Thompson
Hon. R. F. Hutchison	Hon. P. J. S. Wise
Hon. P. R. H. Lavery	Hon. H. C. Strickland

(Teller)

## Noes—12

Hon. A. F. Griffith	Hon. J. Murray
Hon. J. Heltman	Hon. S. T. J. Thompson
Hon. J. G. Hlelop	Hon. J. M. Thomson
Hon. L. A. Logan	Hon. H. K. Watson
Hon. G. C. MacKinnon	Hon. P. D. Willmott
Hon. R. C. Mattiske	Hon. H. R. Robinson

(Teller)

## Pairs

Ayes	Noes
Hon. W. F. Willseec	Hon. A. R. Jones
Hon. J. J. Garrigan	Hon. C. R. Abbey
Hon. G. Bennetts	Hon. A. L. Loton

Majority against—2.

Amendment thus negatived.

Clause put and passed.

Title put and passed.

## Report

Bill reported, without amendment, and the report adopted.

## ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [1.48 a.m.]: I move—

That the House at its rising adjourn until 2.30 p.m. today (Wednesday).

Question put and passed.

House adjourned at 1.49 a.m.  
(Wednesday)

## Legislative Assembly

Tuesday, the 17th November, 1964

### CONTENTS

	Page
ADJOURNMENT OF THE HOUSE : SPECIAL .....	2698
ANNUAL ESTIMATES, 1964-65—	
Committee of Supply : General Debate—	
Speakers on Financial Policy—	
Mr. Brady .....	2671
Mr. Davies .....	2691
Mr. Dunn .....	2688
Mr. Mitchell .....	2678
Mr. Rowberry .....	2683
ASSENT TO BILLS .....	2654
BILLS—	
Abattoirs Act Amendment Bill—	
2r. ....	2667
Message ; Appropriation .....	2668
Adoption of Children Act Amendment Bill—	
Recelpt ; 1r. ....	2698
Agricultural Products Act Amendment Bill (No. 2)—Returned .....	2698
Coal Mine Workers (Pensions) Act Amend- ment Bill—Returned .....	2698
Companies Act Amendment Bill—	
Recelpt ; 1r. ....	2667
Fisheries Act Amendment Bill—3r. ....	2680
Fremantle Buffalo Club (Incorporated) (Private) Bill—Assent .....	2654
Fremantle Harbour Trust Act Amendment Bill—Assent .....	2654
Interstate Maintenance Recovery Act Amendment Bill—	
2r. ....	2670
Com. ; Report ; 3r. ....	2670
Justices Act Amendment Bill (No. 2)—	
2r. ....	2670
Com. ; Report .....	2670
3r. ....	2671
Long Service Leave Act Amendment Bill (No. 2)—Assent .....	2654
Married Persons (Summary Relief) Act Amendment Bill—	
2r. ....	2669
Com. ; Report ; 3r. ....	2670
Mine Workers' Relief Act Amendment Bill—	
Intro. ; 1r. ....	2654

## CONTENTS—continued

BILLS—continued	Page
Reserves Bill—	
Intro. ; 1r. ....	2654
Supreme Court Act Amendment Bill—	
Assent ....	2654
Traffic Act Amendment Bill—	
2r. ....	2660
Com. ....	2663
Report ; 3r. ....	2667
Weights and Measures Act Amendment Bill—	
Receipt ; 1r. ....	2654
2r. ....	2663
Wheat Marketing Act (Revival and Continuance) Bill—Assent ....	2654
Youth Service Bill—Assent ....	2654

## QUESTIONS ON NOTICE—

Alumina Refinery—	
Generation of Power by Company ....	2656
Power from State Electricity Commission ....	2656

## Education—

Carnarvon Junior High School—	
Acquisition of Land for Educational Purposes ....	2656
Children in Primary and Secondary School Classes ....	2656
Division into Two Schools ....	2656
Gulldford Primary School—	
Availability of Adjoining Property	2658
Extension of Playing Grounds ....	2658

## Health : Dentistry—

Dentures—	
Supply by Registered Technicians	2657
Supply by Unregistered People ....	2657
Female Hygienists : Registration ....	2657
Shortage of Dentists ....	2657

Housing for Single Pensioners : Finance for Provision in Country ....	2656
---	------

Legislative Assembly Districts : Enrolments ....	2654
--	------

Murder of Jillian Brewer—	
Contents of Flat : Inventory ....	2656
Sketches by Darryl Beamish ....	2655

## QUESTIONS WITHOUT NOTICE—

Darryl Raymond Beamish (New Trial) Bill : Time for Debate ....	2658
Murder of Jillian Brewer—Members' Questions : Minister's Refusal to Answer	2658
Patrol Prices : Equalisation in Country Centres ....	2658
Shannon River Mill Site : Tabling of Hawker Siddeley Lease or Permit ....	2660

## SENATE VACANCY—

Governor's Message ....	2654
Filling of Vacancy ....	2654

## STATE FORESTS—

Revocation of Dedication : Council's Message ....	2698
---	------

## BILLS (6) : ASSENT

Message from the Governor received and read notifying assent to the following Bills:—

1. Fremantle Harbour Trust Act Amendment Bill.
2. Youth Service Bill.
3. Long Service Leave Act Amendment Bill (No. 2).
4. Wheat Marketing Act (Revival and Continuance) Bill.
5. Supreme Court Act Amendment Bill.
6. Fremantle Buffalo Club (Incorporated) (Private) Bill.

## SENATE VACANCY

## Governor's Message

Message from the Governor received and read transmitting a copy of a despatch received by him from the Governor-General of the Commonwealth of Australia notifying that a vacancy had occurred in the representation of the State of Western Australia, in the Senate, Senator Victor Seddon Vincent having died on the 9th November, 1964.

## Filling of Vacancy

MR. BRAND (Greenough—Premier) [4.37 p.m.] : Pursuant to the foregoing Message, I move—

That Mr. Speaker be requested to confer with the Honourable the President of the Legislative Council in order to fix a day and place whereon and whereat the Legislative Council and the Legislative Assembly, sitting and voting together, shall choose a person to hold the place of the Senator whose place has become vacant.

Question put and passed.

## BILLS (3) : INTRODUCTION AND FIRST READING

1. Reserves Bill.
2. Mine Workers' Relief Act Amendment Bill.  
Bills introduced, on motions by Mr. Bovell (Minister for Lands), and read a first time.
3. Weights and Measures Act Amendment Bill.  
Bill introduced, on motion by Mr. Craig (Minister for Police), and read a first time.

## QUESTIONS ON NOTICE

## LEGISLATIVE ASSEMBLY DISTRICTS

## Enrolments

1. Mr. OLDFIELD asked the Minister representing the Minister for Justice:
  - (1) What were the enrolments for each of the Legislative Assembly districts as at the 31st October, 1964?

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

- (2) What were the aggregate enrolments for the three areas as at the 31st October, 1964?

Mr. COURT replied:

- (1) The undermentioned are the enrolment figures for each of the Legislative Assembly districts as at the 31st October, 1964.

*Metropolitan Area*

Balcatta .....	13,380
Bayswater .....	13,521
Beeloo .....	11,962
Belmont .....	12,029
Canning .....	11,062
Claremont .....	10,310
Cockburn .....	11,695
Cottesloe .....	10,673
East Melville .....	12,619
Fremantle .....	11,340
Karrinyup .....	12,933
Maylands .....	10,842
Melville .....	11,845
Mount Hawthorn .....	11,024
Mount Lawley .....	11,013
Nedlands .....	10,872
Perth .....	10,913
South Perth .....	11,683
Subiaco .....	11,135
Swan .....	11,776
Victoria Park .....	10,864
Wembley .....	12,746

*North-West Area*

Gascoyne .....	1,880
Kimberley .....	2,121
Pilbara .....	1,747

*Agricultural, Mining and Pastoral Area*

Albany .....	6,450
Avon .....	4,921
Blackwood .....	5,078
Boulder-Eyre .....	5,987
Bunbury .....	6,031
Collie .....	5,232
Dale .....	6,497
Darling Range .....	6,860
Geraldton .....	6,079
Greenough .....	5,152
Kalgoorlie .....	5,807
Katanning .....	5,289
Merredin-Yilgarn .....	4,815
Moore .....	5,510
Mount Marshall .....	5,096
Murchison .....	5,228
Murray .....	5,538
Narrogin .....	5,399
Northam .....	5,776
Roe .....	6,040
Stirling .....	5,360
Toodyay .....	5,584
Vasse .....	5,342
Warren .....	5,197
Wellington .....	6,109

- (2) The aggregate enrolments for the three areas as at the 31st October, 1964, are—

Metropolitan Area .....	256,237
North-West Area .....	5,748
Agricultural, Mining and Pastoral Area .....	140,377

**Total 402,362**

The figures for the majority of the districts outside the metropolitan area are extracted from "copy rolls" kept in Perth and are therefore subject to some variations.

## MURDER OF JILLIAN BREWER

*Sketches by Darryl Beamish*

2. Mr. GRAHAM asked the Minister for Police:

- (1) Did Darryl Beamish—

- (a) make a sketch or sketches of the room in which the body of Jillian Brewer was found;  
(b) make a sketch or sketches showing where Jillian Brewer had been struck blows with a hatchet;

- (c) make written replies, statements, or confessions;

which were subsequently destroyed?

- (2) If the reply to any or all of the foregoing is in the affirmative, then why?

Mr. CRAIG replied:

- (1) and (2) I can only state that the information expressed last Thursday in reply to some questions appearing on the notice paper in connection with the Beamish case still stand. On that occasion I said—

In view of the fact that the Leader of the Opposition has now given notice of his intention to move a Bill in connection with this matter, I suggest any replies to this question be deferred in case they are prejudicial to the interests of Beamish. Also, in view of the fact that the Law Society has appointed a solicitor to inquire into these matters, I would suggest any inquiry be directed to the solicitor concerned.

I can only add that the information sought by way of these questions directed to me will be made available readily to any accredited legal representative of Beamish.

Mr. Graham: Parliament doesn't mean a thing!

**CARNARVON JUNIOR HIGH SCHOOL***Children in Primary and Secondary School Classes*

3. Mr. NORTON asked the Minister for Education:

- (1) How many children are in—
  - (a) primary school classes;
  - (b) in secondary school classes, at the Carnarvon Junior High School?

*Division into Two Schools*

- (2) How many pupils are required in secondary school classes before a school such as Carnarvon Junior High School can be divided into two schools?
- (3) When is it intended to divide the Carnarvon Junior High School so that Carnarvon has both a primary and a secondary school?

*Acquisition of Land for Educational Purposes*

- (4) Have any steps been taken to acquire more land for educational purposes and, if so, with what result?

Mr. LEWIS replied:

- (1) (a) 554.  
(b) 132.
- (2) No fixed number is used. Regulation 180 requires at least 150 secondary students before a secondary school can be established.
- (3) Not yet determined.
- (4) Yes. A survey of future developments is at present being undertaken by the Town Planning Board and the Lands and Surveys Department.

**MURDER OF JILLIAN BREWER***Contents of Flat: Inventory*

4. Mr. TONKIN asked the Minister for Police:

- (1) On the first or any subsequent visit by the police to Jillian Brewer's flat was an inventory made by any police officer of the contents of the flat?
- (2) If "Yes," will he make a copy available?
- (3) If "No," what is the explanation for the omission?

Mr. CRAIG replied:

- (1) to (3) The comments I made in reference to question 2 apply also in regard to the question asked by the Deputy Leader of the Opposition.

Mr. Graham: Obviously you have something to hide.

Mr. Bovell: Rubbish!

**ALUMINA REFINERY***Power from State Electricity Commission*

5. Mr. TONKIN asked the Minister for Electricity:

- (1) Has the company made any request in pursuance of its rights under subparagraphs (1) and (2) of paragraph 14 of the alumina refinery agreement for a supply of power?
- (2) If "Yes," why has it not been supplied?
- (3) Has any capital cost been incurred by the State Electricity Commission for works erected by it to enable it to comply with any request possibly to be made by the company for a supply of power?
- (4) If "Yes," what was the total cost involved?

*Generation of Power by Company*

- (5) Can he give any explanation why the company prefers to generate its power requirements instead of taking its supply from the State Electricity Commission?

Mr. NALDER replied:

- (1) and (2) No request was received for the supply of power for the Alcoa works at Kwinana.
- (3) and (4) No.
- (5) The process carried out at Alcoa's Kwinana works requires very large amounts of steam for heating. Under these circumstances they can produce electricity cheaply, because they can use the heat remaining in the steam after it has passed through a turbo generator. Supply authorities such as the State Electricity Commission have to reject this remaining heat to the cooling water.

**HOUSING FOR SINGLE PENSIONERS***Finance for Provision in Country*

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

- (1) In view of the answers given with reference to housing of single pensioners in country areas, can he advise what amount of finance has been provided for the erection of single-pensioner housing in country areas this financial year?
- (2) If finance is to be provided for this purpose this year, in what towns will pensioners' cottages be built and what amount will be spent in each town?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) The greatest need for single-pensioner accommodation is in the metropolitan area and a

large project is proposed in Carlisle, construction to commence soon.

There is no programme for single-unit accommodation at present in country areas, but the Government will continue to erect cottage flats throughout the State wherever warranted.

## DENTISTRY

### Shortage of Dentists

7. Mr. TOMS asked the Minister for Health:

With reference to a statement made by him in *The West Australian* of the 6th September, 1964, that a serious shortage of dentists exists in Western Australia—

- (1) What steps or proposals have been taken by or put to him to alleviate this shortage, apart from a proposal to increase the number of recipients of bursaries?
- (2) Does he realise that the shortage exists now, and would be considerably increased by the time the first of these new recruits qualified—qualification taking at least five years?

### Female Hygienists: Registration

- (3) Is the Government considering the registration of females to care for children's teeth similar to the New Zealand system, where hygienists are employed to do this work?

### Dentures: Supply by Registered Technicians

- (4) In view of the increased and admitted shortage of dentists, has the Government re-examined and reconsidered the proposal put up by dental technicians some four to five years ago to register qualified technicians to deal directly with the public on a basis similar to the existing Tasmanian system where patients requiring dentures are firstly examined by a dentist who then issues a prescription for the required dentures (a fee being charged for this service by the dentist) similarly as would an eye specialist issue a prescription to an optometrist who would manufacture and fit the article concerned, and forward an account for services rendered at a much lower price than if the eye specialist performed the whole operation?

### Dentures: Supply by Unregistered People

- (5) Is he aware that dentures are being supplied direct to the public on a large scale in Western Australia by unregistered personnel, and evidently in a most satisfactory manner from a point of view of quality, and also at a price considerably less than the minimum fees quoted in a recent edition of *The West Australian* by the Australian Dental Association of £42 for a full set and that technicians are supplying the same article using first-class materials for £25 and not more than £27 10s.? (This would include visiting the patient's residence in the case of invalids, aged people, or mothers with young children.)

Mr. ROSS HUTCHINSON replied:

- (1) and (2) As previously stated, the shortage of dentists is not peculiar to this State. There are shortages in every State and overseas. As previously stated also, we have been recruiting by advertising throughout the Commonwealth and overseas in an endeavour to attract dentists here and have had some limited success.

In the existing situation, the Government has endeavoured to provide for its own needs by local action not only by the bursaries mentioned by the honourable member, but by the expenditure of substantial sums on the construction of additional accommodation and equipment for dental school needs. These operations were recently completed and they have enabled the expansion of school accommodation, permitting an increased output of University dental graduates. The cost of new buildings associated with this was £372,358.

Already student numbers have reached 94 (almost double in 10 years). The maximum number of students which this expanded accommodation can provide for is 120 and this figure should be reached in the near future. When reached there will be an annual graduation of some 20 dentists, more than double the present output.

In addition to this expenditure, the new Perth Dental Hospital building was opened in 1962 at a cost to the Government of £197,952, where provision has been made for the training of dental nurses as chairside assistants.

- (3) As already stated, accommodation has been provided for the training of dental nurses as chairside assistants. They undergo a comprehensive three-year training programme, at the conclusion of which they are fully qualified to assist dentists, either as general practitioners or in any of the specialties of dentistry. These nurses are sought after by the profession as they add greatly to the efficiency of a dental practice. The Australian Dental Association has taken steps to conduct a 12-month course for dental nurses with a view to improving chairside efficiency and thus increasing dentists' productivity. The association has also instituted a formal course of training for dental technicians to improve the quantity and quality of work output.
- (4) Yes. This and the matter of dental hygienists are still the subject of review.
- (5) I am not aware of the circumstances quoted by the honourable member, but it may be that some technicians are operating illegally.

### GUILDFORD PRIMARY SCHOOL

#### *Extension of Playing Grounds*

8. Mr. BRADY asked the Minister for Education:

- (1) When will arrangements be finalised for acquiring 2½ acres of land to extend playing grounds of the primary school, Guildford?
- (2) At what stage are the negotiations at present?

#### *Availability of Adjoining Property*

- (3) Will grounds of property adjoining the school, at present owned by the department, be available for an "all-weather" playground when the present tenancy expires?

Mr. LEWIS replied:

- (1) Not known at present.
- (2) The owner of the 2½ acres of land which it is proposed to acquire is still considering the department's offer to purchase.
- (3) No. The old school quarters are in sound condition and the department has no plans for their demolition.

### QUESTIONS WITHOUT NOTICE

#### DARRYL RAYMOND BEAMISH (NEW TRIAL) BILL

#### *Time for Debate*

1. Mr. HAWKE asked the Premier:  
The Darryl Raymond Beamish (New Trial) Bill is at the bottom of Orders of the Day on today's

notice paper. I ask the Premier whether he proposes to bring this item forward for discussion and decision today or tomorrow.

Mr. BRAND replied:

No: I do not intend to bring it forward either today or tomorrow. However, it will be given an opportunity—a reasonable opportunity—to be dealt with; but that will not be today or tomorrow.

### PETROL PRICES

#### *Equalisation in Country Centres*

2. Mr. HALL asked the Premier:

On the 8th October I asked a question regarding the equalisation of petrol prices between city and country areas. I should like to ask the Premier a further question on this matter:

- (1) As he has been in communication with the Prime Minister respecting the equalisation of petrol prices in country centres and towns to a maximum of 4d. a gallon above city prices, can he advise if there has been finality reached on the matter as mentioned?
- (2) If finality has not been reached, will he pursue the matter further in the interest of decentralisation and the persons concerned?

Mr. BRAND replied:

- (1) and (2) The honourable member sent me a copy of his question and I can only refer him to a question asked of and the answer given by the Prime Minister in the Federal House last week. In reply, the Prime Minister said the Commonwealth was pursuing this matter. It had had some difficulty because of certain margins—different margins—existing in different States, but the Commonwealth was pursuing the question as quickly as it could.

### MURDER OF JILLIAN BREWER

#### *Members' Questions: Minister's Refusal to Answer*

3. Mr. TONKIN asked the Premier:

Does he realise that the refusal of Ministers to answer questions is an action which is taken only in very special circumstances? Was the refusal of the Minister for Police to answer questions this afternoon with regard to the murder of Jillian Brewer the result of a Cabinet decision? If so, is it the Government's desire in this matter to withhold as much

information as possible thus making it extremely difficult for the Opposition to present a case in justification for the retrial of Beamish?

Mr. BRAND replied:

Yes; the matter was discussed by Cabinet and it was decided that to make public the information which has been requested—particularly with regard to the police and C.I.B. investigations—would have the effect of making it very difficult for the police and the C.I.B. to carry out the work of tracking down criminals; because if it is to be practice that we make this information available in response to questions by honourable members, then there is no doubt that the problem of the Police Department and of the C.I.B. in this State will be made very great indeed; because no-one will come forward and give the information which they might otherwise be willing to offer. On the other hand we have clearly indicated that the information will be made available to the legal representatives of Beamish, and I think this is the fair and reasonable course to take.

4. Mr. GRAHAM asked the Premier:

- (1) Is it to be assumed from the remarks he has just made that the Government is more concerned for the feelings of the Police Force than it is for a person who is regarded by many as being innocent of the crime for which he was found guilty?
- (2) Is he aware of the fact that the questions asked by members of the Opposition in respect of the Darryl Beamish case are designed to obtain information to assist rather than prejudice that person?
- (3) Is he aware that the questions being asked do not impinge in any way upon any person who has given evidence to the police, but on the activities and procedures of the Police Department itself?
- (4) If Cabinet has agreed with the attitude of the Minister for Police can the honourable Premier indicate to me in what way the notice of the first reading of a Bill by the Leader of the Opposition justifies a refusal to supply information to questions asked by honourable members?
- (5) Can he indicate to me under what Standing Orders, or under what Statute or code, questions would be offending against the proposed legal action?

(6) What has the decision of the Law Society to appoint a solicitor to make certain inquiries to do with the rights of Parliament and of individual members of this Parliament?

Mr. BRAND replied:

(1) to (6) I cannot remember all the questions that were asked.

Mr. Graham: I will go through them *seriatim* if you like.

Mr. BRAND: I certainly have not any greater feelings for the Police Force than I have for the person concerned or his relatives. What I am concerned about is the effect of this issue becoming a political one.

Mr. Craig: Hear, hear!

Mr. Graham: That is what you have made it.

Mr. BRAND: The great strength of our democracy is that we have kept the executive apart from the judiciary. When I answered the Deputy Leader of the Opposition I did so firmly believing this was the right line to take. The refusal to table papers in this House has been fought out time and time again. Many times since I have been a member of this House papers have been refused by way of a motion; accordingly reference to any Standing Order or any other law governing this House surely has nothing to do with this decision. We can make it on our own authority.

Mr. Graham: Questions were answered up until last Thursday.

Mr. Craig: That was before the Bill was introduced.

Mr. BRAND: As far as the Leader of the Opposition's Bill is concerned, I am prepared to bring it up on Thursday. I am not quite ready myself with the information I seek, which information I believe the House should have in respect of this matter. Surely the House must realise that the easiest line for the Government to take in this matter would be to make all the information available. Why does the Opposition think that we on this side of the House want to withhold any information?

Mr. Tonkin: That is what is so inexplicable.

Mr. BRAND: The reason is that we feel the information contained in the files should not be made public as it would be if the files were laid on the Table of the House.

Mr. Graham: What harm would it do?

### SHANNON RIVER MILL SITE

#### Tabling of Hawker Siddeley Lease or Permit

5. Mr. ROWBERRY asked the Minister for Forests:

Will he lay on the Table of the House a copy of the lease or permit made between the Forests Department and Hawker Siddeley in connection with the Shannon River mill site?

Mr. BOVELL replied:

I will examine the papers and make a decision in due course.

Mr. Tonkin: The matter is *sub judice*, is it?

### FISHERIES ACT AMENDMENT BILL

#### Third Reading

Bill read a third time, on motion by Mr. Ross Hutchinson (Minister for Fisheries), and transmitted to the Council.

### TRAFFIC ACT AMENDMENT BILL

#### Second Reading

Debate resumed, from the 11th November, on the following motion by Mr. Craig (Minister for Police):—

That the Bill be now read a second time.

MR. GRAHAM (Balcatta) [4.57 p.m.]: This Bill contains two provisions only, the former of which has my endorsement, appreciating the need to allow types of vehicles to be classified without the necessity for frequent reference to Parliament.

In respect of the second provision, however, it would appear that this is a case of the Minister finding fault with the umpire's decision. It will be recalled that last year not only this House, but Parliament, agreed that a procedure which had become irksome should be disbanded; in other words there would be no necessity, or obligation, upon a motorist to produce his motor-driver's license on demand from the police or traffic inspector; or produce such license at the police station nearest the person's residence within a period of three days.

Parliament heard the arguments, pro, and con, and decided there was no necessity for the old procedure to continue. It would appear, however, that certain officers of the Police Department have become so accustomed to the procedure that they find it impossible to continue without it. They feel as though they are being compelled to walk up St. George's Terrace bereft of their clothing. Unfortunately, this complaint has extended to the country districts.

I mentioned last year, and I repeat on this occasion, that the Perth City Council is able to take action and sustain prosecutions against tens of thousands of motorists without the necessity of requiring the

offenders to produce their drivers' licenses on the spot, within three days, or within any other period. Honourable members would be aware that in the case of the law of Western Australia there are many hundreds—indeed, thousands—of offences which can be committed, and it is not necessary for the citizens to carry with them documents testifying as to who they are, bearing a specimen signature for the purpose of identification, and all the rest of it; and yet in all of the cases that honourable members themselves can readily call to mind, there is no impediment whatever in any way of the police or the authorities which are charged with certain responsibilities going about their business and taking action which they consider to be appropriate to the point of taking offenders or suspected offenders to court.

Why should there be the necessity for action along the lines the Minister contemplates?—in other words, to make essential the production of licenses? I tell him quite frankly, I refuse to believe there are three full-time officers engaged in the matter of extracting data concerning drivers' licenses. If I am apprehended for the traffic offence of, shall we say, speeding, I am as guilty as my action warrants and I am as distinguishable as I would be if I entered somebody's property and set about unlawfully felling some trees. In the latter case there would be no certificate or license or anything else to produce; it would be obvious on the complaint of somebody or from the observation of the police that I was committing some sort of breach.

If we follow the attitude of the Minister and his advisers to a logical conclusion, then all persons at all times should carry some sort of authority to establish their identity and the *bona fides* of what they might be engaged upon. For instance, if I am seen opening the front door of what transpires to be my own home, in point of fact, and I am thought to have a duplicate key and be entering somebody else's home, it is not necessary for me to have a piece of paper, or to have a license or anything else. Neither should it be so in the matter of driving.

I suggest that if the Minister's and the Government's thinking is so outmoded as to require this procedure to be followed, then there is no chance or prospect whatsoever of the Traffic Act being simplified in order to bring it down to reasonable proportions and to have it in such a form that it can be understood and appreciated by the average member of the public—certainly the motoring public. This is an example of red tape *in excelsis*. I have spoken to authorities of local government and they have agreed with me entirely and completely. I might sound a little bit like Senator Branson, but I could mention the names of certain persons, and of one in particular whose name



would be known to every honourable member of this Parliament—one of the leading members of local government in Western Australia.

I indicated last year I had had discussions with police officers at police stations and they agreed wholeheartedly with the viewpoint I have expressed. I am aware that at the top administration of the Police Department—apparently, and, from what the Minister told us, in certain local government offices—they still want this procedure to prevail. We, on this side of the House, are often chided for being devotees of socialism, bureaucracy, and all the rest of it; and yet what is the position? The motorist commits some minor breach, or there has perhaps been a report of an offence which he has not committed, and it is necessary for him to appear at a police station.

There, some officer comes to the counter and says, "Can I do anything for you?" The person says, "Yes, my name is Smith. I am alleged not to have stopped at a 'Stop' sign last night." "Of course; just a moment"; and the officer says, "Yes; your full name please." "John Henry Smith." "What is your place of residence?" "33, Carnarvon Street, Scarborough." "What hour of the day did this occur?" "7.55 p.m." "What were the names of the streets?"; and the particulars are written down. "Have you your driver's license with you?" "Yes." "What is the number?" "It is a little worn"; and the numbers are taken down, and so on.

It is apparently proposed this sort of procedure shall be indulged in tens of thousands of times a year. Good God! The Perth City Council would have double the staff it has in connection with parking breaches if it were necessary to go through this rigmarole on every occasion somebody had exhausted his time at a parking meter, or had gone beyond his time with a yellow mark placed on the tyre of his vehicle!

I wonder if honourable members can comprehend what is being done? I say I do not believe there are three officers engaged in the Police Department extracting information both for it and for local authorities in various parts of the State. I would say there would be many times the accumulation of three officers' time at the Police Department engaged full time in the aggregate in taking down all of these particulars and then tabulating them and bundling them off to headquarters or the particular part where the information was required. I know what I am saying is correct—and absolutely correct.

I have challenged the Minister on previous occasions, which I do now, to give reasons as to why this information is necessary. He has not done that. He said the Police Department wants it and certain local authorities require it, but it is not necessary to them in the despatch of their duties and obligations. It does

not apply in respect of anything else where any law of the land is breached or suspected of having been breached. This, I repeat, is a continuation of red tape, which all honourable members of this House should be most anxious to eliminate or reduce to the barest minimum.

If, as I said earlier, there is to be this process of sticking to outmoded procedure merely because it was done last year, and the year before, and a generation or two before that, we become conservative in the extreme. This serves no useful purpose whatsoever, and I would like the Minister to indicate how the City of Perth gets on without asking everybody to produce his driver's license; and I want to know how the police get on in respect of all the thousand and one other laws which are breached, from time to time, without members of the public being required to produce either immediately or shortly afterwards certain documents.

Honourable members are aware, of course, that it is an additional offence for any person to refuse to give his name and address; and if you or I, Mr. Speaker, are ambling diagonally across a road—in other words, jaywalking—expectorating on the footpath, or using foul language within the hearing of people, or anything of that nature, the police apprehend us, take down certain particulars, and that is that. But in the case of the motorist, surely there is additional evidence already in the hands of the police or the traffic authorities, because in ninety-nine cases out of a hundred, the person suspected of an offence is clad with a motor vehicle which has registration plates; whereas, as I said before, if an offence is committed by you, Mr. Speaker, or by me on the highways and byways as a pedestrian or citizen, there is no necessity for documents to indicate who we are or what our addresses might be. Yet the police are able to deal satisfactorily with that situation!

So I say the Minister has not made out a case; and for that reason I feel there is no warrant whatever for this House or this Parliament to alter the decision it made last year which I feel is applauded by motorists generally; because, in addition to all this unnecessary paper work being indulged in by the Police Force and traffic inspectors, I wonder if the Minister has given any thought to the enormous aggregate of wasted time of people from humble workers to those who occupy high executive posts in Western Australia having to find their way to a police station, line up in a queue, wait their turn, and then supply bit by bit the data which is taken down by a police officer at the particular station?

Here let me add that until last year the Act provided—and it is apparently proposed that it shall continue to provide—that a person must show his driver's license to the police station nearest to where he resides. Therefore, if I am making a tour

of the south-west and I am to conform with the law, apparently within three days there is an obligation on me to return home in the direction of the Mt. Hawthorn police station in order for me to produce my driver's license there. Under the law it is not sufficient for me to produce it at, say, Bunbury, Manjimup, or wherever I happen to be at the time. So the old provision was, in many cases, not workable; and I do not think people in the circumstances I have outlined bothered to conform to the law—and it is a foolish law if it cannot be complied with.

But, apart from that, I repeat: The Minister has made out no case as to why there should be this humbugging of motorists and why the police should be called upon to do additional—and, in my view, totally unnecessary—paper work when they could be far better engaged in tracking down suspected murderers, keeping the peace amongst some unruly teenagers, or doing something in the direction of having an effect upon those motorists who apparently take little or no notice of the traffic regulations of the State.

So, in case the message has not already got through, let me tell you finally, Mr. Speaker, I am opposed to the second provision in the Bill, and it is my intention to vote against it at the Committee stage.

**MR. CRAIG** (Toodyay—Minister for Police) [5.13 p.m.]: I suppose it is only natural to expect that the honourable member would strongly oppose this amendment in regard to the production of drivers' licenses.

Mr. Graham: Hear, hear!

**MR. CRAIG**: It is pleasing to know he supports the first portion of the Bill regarding the classification of licenses for vehicles.

Mr. Graham: That was to make you happy.

**MR. CRAIG**: I put it this way: Surely it is no hardship for a person to carry his driver's license with him; or, for that matter, if he is not prepared to do that, to carry it in the glove box of the vehicle he is driving! Circumstances have changed completely since the Act was amended last year as today we have so many different classes of drivers. We have many thousands on probation; and if, as honourable members know, there is a certain driving offence committed by the holder of a provisional driver's license, it leads to the automatic suspension of the license for three months. Similarly elderly people are re-examined at the age of 75 years. Many more suspensions of licenses are carried out by the courts and several other factors as well require a constant check.

If a police officer is suspicious of a particular driver on the road—and when I make reference to a police officer I also

include a traffic inspector—he might feel that that particular driver's license was suspended, say, the previous month, and so he has the right to ask that motorist to produce his license. If the driver cannot do so he is expected—or he was expected—to produce it within a period of three days. All this amendment proposes is that he produce the license within a reasonable time.

I suggest that a lot of the opposition to a provision asking a driver to carry a license with him possibly emanates from those who have a reason for not carrying it; in other words, from persons who have had their licenses suspended or are on probation and have possibly committed some minor traffic breach. All these things have to be taken into consideration.

Another point raised by the honourable member dealt with the City of Perth. The City of Perth is, of course, concerned only with parking, and not with the manner in which a vehicle is driven or whether any traffic law is being infringed. Consequently no need exists for anyone from the City of Perth to ask a driver to produce his license. Therefore I feel that no hardship at all is involved in any way.

As I have said before, we are only asking that a motorist carry the license with him. If he does not have it on him at the time he is requested to produce it, he is expected to do so within a reasonable period. If I remember rightly, last year either the honourable member for Avon or the honourable member for Mt. Marshall pointed out that under the old provision of three days, if a motorist was travelling from one part of the State to another, it was most difficult for him to produce the license within three days if called upon, because he might not be returning home for several months. That is a case where "the reasonable period" provision would apply.

It is all right for people to say that this provision has been in existence for many years and the police want it to be carried on; but other reasons exist for this amendment. The country traffic officers have repeatedly asked that endeavours be made to restore this particular provision to the Act. At present if a country officer sees a particular young motorist in his own district—and he is more conversant with the motorists in his own area than, possibly, the metropolitan police patrolman in the city would be—driving a motor truck, he might feel that that person is not entitled to drive it because it exceeds a certain gross vehicle weight.

He cannot ask that lad to produce his license. His only alternative is to write a letter to the central traffic authority in Perth and ask for details of the motorist in Manjimup, for instance—if I might quote a town from the electorate of the honourable member for Warren. He then has to wait several days for the information to come back. Again, a similarity in

names occurs and that could cause confusion. On the other hand, if the patrolman has the opportunity of asking for the license there and then, he has the relevant information made available to him immediately.

I suggest that the honourable member for Balcatta carries his license with him, even though there is no requirement for him to do so. I would say that most other honourable members carry their license; and if they do not carry it with them they possibly have it in their car. The driver's license is also a means of identification if one is involved in an accident. It is possibly the most readily available means of identification.

As I have said before, I cannot see any hardship being imposed on the motorist under this amendment, and I sincerely trust the House will agree to the second reading of the Bill.

**Question put and passed.**

**Bill read a second time.**

#### *In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Craig (Minister for Police) in charge of the Bill.

**Clauses 1 and 2 put and passed.**

**Clause 3: Section 26 amended—**

Mr. GRAHAM: I am asking this Committee to do no more than it did last year; namely, to support me in deleting this requirement to produce a driver's license; or, rather, to state it better, having agreed with the proposition last year, to leave well alone. I do not know that any person has experienced any difficulty in being prosecuted when it was thought he was guilty of committing an offence. Usually it is the other way round and we find the authority has all the facilities and we are the ones battling to escape the wrath of the law.

Mr. Rowberry: Are you an offender?

Mr. GRAHAM: I still have a clean license.

Mr. O'Neil: In your pocket?

Mr. GRAHAM: It is possible that on one or two occasions I have committed minor breaches, but perhaps I have been fortunate in the fact that the strong arm of the law was not in the vicinity at the time.

It is a requirement of the police that a motorist establish his identity and the rest of it by the production of his driver's license. We find that in respect of parking, which seemed to take the fancy of the Minister, north of Newcastle Street offenders who, for instance, park too close to the intersection, must produce their driver's license. However, motorists who commit the identical offence south of Newcastle Street do not have to do so.

Mr. Craig: Different argument, isn't it?

Mr. GRAHAM: It is not. I think it shows just how silly we have allowed the law to get. Just as it has been demonstrated in respect of those particular offences there is no necessity south of the line, I think it is time the Police Department took a leaf out of the book of the Perth City Council and applied it elsewhere where it has authority; and that local authorities throughout the State behaved in a similar manner.

I have already indicated that in respect of offences of all sorts for which persons are responsible, there is no need to produce a document. This old-fashioned thinking was in operation up to a few years ago. Honourable members will recall the storm of protest which was raised when the new driver's license was introduced. The then honourable member for Moore (the late Mr. Ackland) waxed almost hysterical in regard to the flimsy piece of paper, which would disintegrate in a few days, as opposed to the cardboard folder issued previously. As a matter of interest I have in my wallet my first paper driver's license issued, and it is still in quite a good legible condition, notwithstanding the fact that it has been in my wallet for all that time.

Mr. Oldfield: Seeing that you never open your wallet, it never gets used.

Mr. GRAHAM: The honourable member for Maylands, having regard for the number of occasions I have bought for him and he has failed to reciprocate, should be aware of the fact that such little money as I have is in a separate wallet, and the one to which I have just made reference contains papers only.

The first paper license was issued to me on the 3rd January, 1958—six years ago—and it is still legible. The reason I mention this is that up to the time, or prior to that time, every driver had endorsed on his license a record of the offences he had committed, the nature of the offences, the date when committed, and the fine or other penalty imposed. That was regarded as being absolutely essential. After all, a couple of J.P.s. at whoop-whoop would otherwise have to write to Perth to ascertain whether I was a first offender, or whether it was a regular practice of mine to thumb my nose at the traffic regulations.

However, the procedure was abandoned, and I do not know what injustice has been done since that time. It is conceivable that 124 local authorities wrote to the Minister of the day complaining that the local court did not have readily available a whole list of the offences of which certain motorists had been found guilty in the past.

So again, with the utmost respect, I am suggesting the Minister is a slow learner. What I am stating now and what Parliament agreed to last year is something that

will come into operation in Western Australia without the opposite being permitted by the Minister of the day. It is just a matter of when; and I suggest the decision of last year is part of the educational programme. When the police and local authorities—or such of them as are complaining—have become accustomed to operating under the new scheme, which has been in force for a period of less than 12 months, they will wonder why they complained in 1964 when this old-fashioned, time-consuming, red tape procedure was indulged in.

I wonder how many hundreds of thousands of motorists in the aggregate were required to find their way to a police station in accordance with the law as it was up to 12 months ago; and I wonder what the sum total would be in the time occupied by the police officers concerned who had to meticulously deal with the licenses. Perhaps this did not matter once upon a time; but now, as there are several hundred thousand people with a driver's license, it has become a tremendous burden.

A lot of work is put upon a large number of people in the community and also upon the police. This practice having been abandoned last year, I am asking that those who were in favour of the move in 1963 be consistent in 1964 and allow the present process to continue. In other words, I am appealing to honourable members to vote against the clause.

Mr. MITCHELL: I ask the Committee to support the Minister in this move to have the inspection of licenses reimposed, and I do so principally because of the great number of requests I have received from country traffic authorities to have this necessary legislation reintroduced.

I consider it quite wrong for the honourable member for Balcatta to say that this is the only license that has to be produced; or that if a person is to be prosecuted, it is the only thing he has to show in order to prove his identity. We all know that we have to have a broadcast license; and we must have a license if we want to carry a firearm. Many people have to be licensed if they want to drive a stationary engine; and, not only must they have a license, but they must also display it where they work. A person who runs a pharmacy must display a license. So to suggest that it is not necessary to have a license to drive a most lethal weapon—namely, a motorcar—seems stupid.

Country traffic authorities have been severely restricted in endeavouring to impose the laws of the country on drivers, because drivers have no need to produce their license, and they move out of the district without leaving a record of their having had a license.

The honourable member made some play on the fact that it is time something was done about people having to appear

at a police station to prove that they have a license. If a man commits an offence against the traffic laws, it is a jolly good thing if he loses a few minutes in going to a police station. It might encourage him not to commit an offence in the future. The time he wastes in going to a police station is some penalty for his careless disobedience of the law.

Mr. TONKIN: I am amused at the argument of the honourable member for Stirling in view of his attitude the other evening when we debated whether it was reasonable or not to require an inspector to produce his authority to show he is an inspector. The Government's thinking on this question was: No; the man is purported to be an inspector until somebody proves he is not. Why cannot we in this legislation say that the driver of a motorcar is purported to hold a license until somebody proves he has not got one? But no! The Government wants to turn it around now. It did not want the inspector to have to produce his authority, but now it wants to make the driver produce his license, despite the fact that it is a simple matter for the police to find out whether the license is bogus, or whether it belongs to somebody else, or whether the person claiming to hold the license has one.

There are complete records in the Police Department, and the police would know after this reasonable time has elapsed whether the person has a license, because if they refer to their records, they are ready for the chap when he comes along and claims to have a license but, in fact, has not got one.

What is a reasonable time? The Bill provides that if the driver fails to produce his license he commits an offence. The driver having been told that, he is then told it is not an offence if he produces his license within a reasonable time. Who is to be the judge of a reasonable time? The Minister? I would not leave it to him, because some of his actions are most unreasonable.

Mr. Craig: Tell us a few.

Mr. TONKIN: Who is to be the judge of a reasonable time? And what is a reasonable time? I can remember some years ago a Minister in a Labor government was asked the meaning of "reasonable" and his reply was "reasonable, of course." What would be a reasonable time for the Minister for Police would not, I am sure, be a reasonable time for the Premier, or for the honourable member for Stirling, or for the honourable member for Subiaco. So who is to be the judge of the reasonable time? Let it be remembered the offence has already been committed. One man might come up with his license two months afterwards. Some person might consider that is a reasonable time, so no action is taken. Somebody else, however, who has a bad liver, might think it is a most unreasonable time, so

a prosecution is launched. Is that a satisfactory way to administer the law; that is to say, when a man has committed an offence to leave it to someone else to determine what is a reasonable time in connection with it?

In some circumstances it might be unreasonable to expect a man to produce his license in six months. In other circumstances it might be quite reasonable to expect him to produce it within a week. But who is to be the judge? I venture the opinion that what a person regards as a reasonable time on Monday morning he might regard entirely differently on Friday morning.

This is most unsatisfactory legislation; that is, to say to a man, "You have committed an offence," and then make a proviso that if he produces his license within a reasonable time it will not be regarded as an offence at all. I cannot see the logic in that. It is either an offence or it is not; and this matter of leaving to somebody the question of determining what is a reasonable time is most unsatisfactory to me.

I think it ought to be set down in the legislation. If it is required that a person must produce his license, then the provision should say that he must produce it within a month, or two months, or three months, so that we would know where we stood. It should not be left to somebody to determine what he regards as a reasonable time; because I could imagine that two months or three months might be a reasonable time for a person of influence, but a week might be an unreasonable time for a person of no influence.

I do not like laws of that kind at all; and I think the Legislature ought to say clearly and distinctly what its views are with regard to the production of a license. For the life of me, I cannot see the necessity for this provision. All the records are in the department. The Minister can find out in a matter of minutes by picking up his telephone whether a person of a certain name has a license; and, what is more, he can find out when that person first got it. Why the motorist must subsequently produce his license when the department already knows whether he has one, I cannot understand.

I agree with the honourable member for Balcatta that it is only unnecessarily increasing the amount of detail work that has to be performed; and as for making it possible to apprehend persons who are driving without a license, how can it do that? Because if the person asked to produce his license is given a reasonable time, the police do not know any more at that stage.

Mr. Craig: His license is taken off him.

Mr. TONKIN: But he has not got one.

Mr. Craig: That is why he is asked to produce it.

Mr. TONKIN: He is given a reasonable time.

Mr. Craig: If it has been suspended, how can he produce it?

Mr. TONKIN: When he is apprehended and is asked for his license and cannot produce it, he has committed an offence. But no action is taken with regard to that offence provided the license is produced within a reasonable time. What advantage is it to the police—

Mr. Craig: A lot of advantage.

Mr. TONKIN: —in the case of a person who has a license and who has lost it, or has a license at home and cannot find it, or whose license has been cancelled? The police are aware of the circumstances of cancelled licenses. What do they do in the case of the person who starts to hunt for his license and finds he has mislaid it and he cannot produce it? Would it be right that he should be fined because he cannot produce it within a reasonable time, when a reference to the records would show whether he was a licensed driver or not? Surely that would be enough.

All the police want to know is whether the person has a current driver's license; and if his license has not been cancelled, their records will show them that. So what advantage is it for the policeman to be told, "I have not got my license with me; I will produce it in due course"? How much better off are the police for knowing that? Because, in the meantime, if they have any suspicion about the fellow they will look up their records.

I know that the department's records are complete. When we were the Government I had occasion to make reference to the drivers' licenses of certain individuals, and I was surprised at the completeness of the information available to the department. The records disclose the day the license is taken out, and the number of parking and other offences committed by the recipient of the license. It is all recorded. That being so, what is the necessity for a motorist to produce his license within a reasonable time?

I agree with the honourable member for Balcatta that it is unnecessary. It only increases the costs of administration, with no corresponding advantage.

Mr. CRAIG: The Deputy Leader of the Opposition has developed an argument in respect of the reasonable time referred to in the Bill. The purpose of making the time a reasonable one was to overcome the objections that were raised when this section was removed from the Traffic Act last year. It was felt that if instead of nominating a certain number of days the phrase "reasonable time" were included, it would overcome those objections and would give the police and traffic inspectors the authority to ask for the license for identification purposes. That is all that is intended—to give authority to ask for the license.

If a person cannot produce his license for some considerable time—even a week or so—then the police or the traffic inspector has the opportunity of checking the records to which the Deputy Leader of the Opposition has referred.

In order to facilitate matters it is necessary to have this provision in the Act to enable a police officer to ask a driver for his license. I might add that this provision applies in all the Eastern States, with the exception, perhaps, of New South Wales. To quote another example of the need for this provision, the Deputy Leader of the Opposition knows that the police have been most active in the last few weeks in apprehending youths in cars who commit breaches of the Act, particularly around the city block. During the week-end before last, with the help of patrols working overtime, there were no fewer than 71 briefs taken out for offences committed. One would not expect the police to go along with these motor vehicles and ask these lads to produce their licenses. They want to act immediately.

Mr. Oldfield: The offender would not have his license with him.

Mr. CRAIG: Not necessarily so. But if he had his license this provision would give the police an opportunity to see whether he did hold it; and, secondly, what type of license it was. I cannot see any harm in the provision, and I hope the Deputy Leader of the Opposition will accept the word "reasonable", which, as I have said, has been inserted to overcome a previous objection to a stipulated time.

Mr. GRAHAM: I ask honourable members to look at the overall situation. Citizens can commit many offences—traffic as well as others. If I light fires in the season which is closed against burning; if I behave offensively in any public place; if I damage another person's property, I can be readily identified by the authorities and action taken against me. The only *prima facie* evidence the authorities have is my name and address if I have given it to them correctly; some appreciation of what I look like; and a description of the clothes I am wearing.

All of those features are evident to the authorities should a motorist commit a breach of the Traffic Act; but, in addition, the traffic offender is driving a vehicle which is known by its registration plates and other identifiable features. So if I cut a corner, go through traffic lights, or proceed more rapidly than the law permits, it is easier for authorities to trace me, in the event of my having given false information, than it would be in the event of my committing other breaches of the law I have mentioned earlier.

As there are no difficulties in the way of the police when taking action on those breaches of the law, why is it necessary for me to proceed to a police station, which may be several miles out of my way—and,

incidentally, I would point out to the honourable member for Stirling that as yet I have not been found guilty—where an officer who should have more important duties to perform is obliged to take down a whole series of items of information such as the date, the time, the place, and other particulars, so that they may be forwarded to another station? Why is all this necessary with a licensed driver who is suspected of having committed an offence; whereas with the thousand and one other offences—which, unfortunately, members of the public are prone to commit—there is no obligation to show a piece of paper?

If the motorist suspected of committing an offence is not in possession of a driver's license, gives a false name and address, or is driving a vehicle he is not entitled to drive, the veracity of his statements can be readily checked and action taken accordingly. I therefore submit that the Government has not made out a case to justify all this activity on the part of so many motorists, and the waste of time by many police officers.

I wonder if any motorist has complained that authority had difficulty in taking legal action against him for a breach of the Traffic Act. Of course not! I would like the Minister or any of those who support him to indicate how these data are essential to the authorities. If one is suspected of committing other breaches of the law, there is action which could be taken to obtain the information; and surely the onus of proof has some bearing in traffic cases! As pointed out by the Deputy Leader of the Opposition, the Police Department has a complete record of all offences committed by any motorist who holds a driver's license. Therefore there is no difficulty in constituted authority obtaining access to that data.

To make a comparison, many persons under the legal age enter hotels and purchase liquor, but there is no obligation upon them either to carry with them an extract of their birth certificate, or to produce such a document within a period of three days after they have been apprehended by a police officer. Why have a totally different process when a motorist commits a traffic offence? I conclude on the note that all our attention should be directed towards eliminating from the Traffic Act everything but essentials. At present the Traffic Act is a document half an inch thick, and the traffic regulations are embodied in a document which is about the same thickness.

We are supposed to be living in an age when there are 300,000 licensed drivers in this State ranging from the very young to the very old, and from the comparatively uneducated to the highly educated. They are expected to have at least a working knowledge of the contents of those two documents; but this would be utterly impossible, for ever and a day, if we continue

to have a traffic authority which insists on all these superfluous words and provisions for the purpose of assisting authority, instead of having a simple directive for the benefit of the motoring public.

Therefore the honourable members of this Committee, by their voting tonight, and by being consistent with their voting last session, could be the means of advising the Minister and the traffic authorities that their voting is indicative of the thought of members of Parliament in 1964 in that they want something done to overcome the present impossible situation. I therefore appeal to honourable members to join with me in voting against the adoption of this clause.

**Clause put and a division taken with the following result:—**

**Ayes—20**

Mr. Brand	Mr. Hutchinson
Mr. Cornell	Mr. Lewis
Mr. Court	Mr. W. A. Manning
Mr. Craig	Mr. Mitchell
Mr. Crommelin	Mr. Nalder
Mr. Dunn	Mr. Nimmo
Mr. Gayfer	Mr. O'Connor
Mr. Guthrie	Mr. Wild
Mr. Hart	Mr. Williams
Dr. Henn	Mr. O'Neill

(Teller)

**Noes—19**

Mr. Bickerton	Mr. D. G. May
Mr. Brady	Mr. Moir
Mr. Davies	Mr. Norton
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rhatigan
Mr. Hall	Mr. Rowberry
Mr. Hawke	Mr. Toms
Mr. Heal	Mr. Tonkin
Mr. Jamieson	Mr. H. May
Mr. Kelly	

(Teller)

**Pairs****Noes**

Mr. Bovell	Mr. Curran
Mr. Hearman	Mr. Evans
Mr. Runciman	Mr. J. Hegney
Mr. Burt	Mr. W. Hegney
Mr. Grayden	Mr. Sewell

Majority for—1.

Clause thus passed.

Title put and passed.

**Report**

Bill reported, without amendment, and the report adopted.

**Third Reading**

**MR. CRAIG** (Toodyay—Minister for Police) [5.59 p.m.]: I move—

That the Bill be now read a third time.

**MR. GRAHAM** (Balcatta) [6 p.m.]: I do not intend to delay the passage of this Bill, except to the point of submitting to the Minister one aspect of it. The proviso in clause 3 states that it shall not be an offence if the driver subsequently produces the license "to the officer in charge of the police station nearest to the place where he resides." I am wondering whether the Minister will be agreeable, when the Bill is before the Legislative Council, to altering that to "to the officer in charge of a police station."

I am making this suggestion for the reasons I previously outlined. If a person were travelling somewhere in the south-west it would be more reasonable for him to produce his driver's license at the police station there, rather than at the police station nearest to where he resides.

**MR. CRAIG** (Toodyay—Minister for Police) [6.1 p.m.]: As a matter of fact I have somewhat similar thoughts in my mind. I realise there must have been a reason for the provision in the Bill being worded that way. It must have been the wording which appeared originally in the Traffic Act. I shall have the position investigated, and if the wishes of the honourable member can be met I shall arrange for the amendment to be made in another place.

Question put and passed.

Bill read a third time, and transmitted to the Council.

## COMPANIES ACT AMENDMENT BILL

### Receipt and First Reading

Bill received from the Council; and, on motion by Mr. Court (Minister for Industrial Development), read a first time.

## ABATTOIRS ACT AMENDMENT BILL

### Second Reading

**MR. NALDER** (Katanning—Minister for Agriculture) [6.4 p.m.]: I move—

That the Bill be now read a second time.

This Bill is to enlarge the present borrowing powers of the Midland Junction Abattoir Board. It empowers the board to borrow money in a more comprehensive way by the issue of debentures, debenture stock, bonds, mortgages, or other securities with the consent of the Treasurer. This amendment will also enable the board, with the Treasurer's consent, to borrow money on overdraft from any bank approved by the Treasurer. In addition, authority is given to the Treasurer of the State to guarantee the repayment of all principal moneys so borrowed and the interest thereon.

A provision is contained in this Bill for the Treasurer to pay out of the Public Account money required to fulfil the guarantee, and sums received or recovered in respect of sums paid will be paid back into the Public Account. A further provision will enable money borrowed under the powers contained in this Bill to be paid into the Midland Junction Abattoir fund.

The existing legislation controlling the Midland Junction Abattoir Board stipulates that the board has power to borrow money and obtain credit, but it has been found in practice that this provision is

insufficient to cover borrowing from private lenders. This amendment will provide the Midland Junction Abattoir Board with satisfactory borrowing powers, and will avoid the use of general loan funds for capital works at the Midland Junction Abattoir, which is desirable in view of higher priority capital works elsewhere.

Debate adjourned, on motion by Mr. Hawke (Leader of the Opposition).

## ABATTOIRS ACT AMENDMENT BILL

*Message: Appropriation*

Message from the Governor received and read recommending appropriation for the purposes of the Bill.

## WEIGHTS AND MEASURES ACT AMENDMENT BILL

*Second Reading*

MR. CRAIG (Toodyay—Minister for Police) [6.8 p.m.]: I move—

That the Bill be now read a second time.

The purpose of this Bill to amend the Weights and Measures Act, 1915-1958, is to allow the use of the metric system in relation to the sale of drugs and other pharmaceutical preparations. We have heard recently quite a lot about the metric system of coinage, and of weights and measures. This is probably the first of this type of legislation in Western Australia, which seeks to adopt the metric system for weights and measures.

Mr. Hawke: What does this mean?

Mr. CRAIG: I shall defer replying to that until later. Honourable members are no doubt aware that for some considerable time, Ministers for Police, and weights and measures officers of both the Commonwealth and States have been negotiating through conferences to standardise weights and measures procedures; and it is anticipated that these negotiations will be resolved after the conference of Ministers to be held in Canberra on the 1st December next. Quite a few points were held over from the last conference, including the standardisation of weights on packages of foodstuffs and the like.

When negotiations are completed and standardised procedures are adopted, it will be necessary to make extensive amendments to our Weights and Measures Act. Some States have already made certain amendments, but in Western Australia it was felt that it would be preferable to allow the negotiations to be finalised, and then complete the amendments necessary at the one time. However, the Commonwealth has recently decided to use the metric system in the prescribing and dispensing of Commonwealth pharmaceutical benefits.

It is claimed by the Commonwealth that several factors have contributed towards the formulation of the present proposal. The *British Pharmacopoeia*, 1963, which has been approved by the Minister for Health for the purposes of the Commonwealth National Health Act expresses all quantities in the metric system. Further, the system is now used exclusively in some hospitals and in the training of many medical students.

In addition, as a consequence of the change in the *British Pharmacopoeia*, it has been decided by the Commonwealth to base the pharmaceutical benefits prescribers' list on the metric system. This list is recommended for use by doctors prescribing Commonwealth pharmaceutical benefits.

As a result, it is most unlikely that the medical profession will, whilst using the metric system for purposes required by Commonwealth legislation, use any other system for any other prescriptions. In short, it is anticipated that the medical profession will change entirely to the metric system of weights and measures.

As the State Weights and Measures Act, 1915-1958, at present requires that all goods sold by weight or measure shall be sold by the Imperial standards of weights and measures, it is obvious that, in view of the Commonwealth decision, it must be amended to permit the use of the metric system for pharmaceutical purposes. If this is not done, all sales of drugs and medicines made after the recommended date of the changeover, tentatively fixed for the 1st May, would contravene the Act. There are a lot of matters to be discussed at the forthcoming conference, as the House will realise from the questions which have been asked by the honourable member for Canning and the honourable member for Victoria Park.

Mr. Hawke: Where is the conference to be held?

Mr. CRAIG: In Canberra, in connection with an inquiry which was undertaken by Magistrate Cuthill, who was appointed by the Premier of Victoria to carry out inquiries on behalf of the various States.

Mr. Hawke: That same gentleman is a very capable magistrate.

Mr. CRAIG: I have only met him the once, and I do not know whether or not he is capable. I suggest he is, because his report runs into many volumes. I have not made a study of it myself, but the weights and measures branch has. To facilitate matters and to assist the Ministers in arriving at a decision a precis of the recommendations has been prepared.

Mr. Hawke: Who is now in charge of the weights and measures branch?

Mr. CRAIG: Inspector Darch, who took over from Inspector Findlay. The latter was looked upon as the leading authority in Australia on weights and measures.



Mr. Hawke: I think you are right.

Mr. CRAIG: I trust that, as a result of the forthcoming conference, final decisions will be made—decisions for which we have waited for years.

Debate adjourned, on motion by Mr. Hawke (Leader of the Opposition).

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

## MARRIED PERSONS (SUMMARY RELIEF) ACT AMENDMENT BILL

### *Second Reading*

Debate resumed, from the 11th November, on the following motion by Mr. Court (Minister for Industrial Development):—

That the Bill be now read a second time.

MR. SEWELL (Geraldton) [7.32 p.m.]: I rise to support this Bill that proposes to amend the Married Persons (Summary Relief) Act; but there are one or two points on which I would like clarification from the Minister in charge of the Bill.

The measure seeks to amend paragraph (c) of section 5 of the parent Act; and it seems to me, in respect of this amendment, that orders of maintenance of dependent children are effective only until the children attain the age of 16 years. The Minister, by way of assurance, said that these changes should not bring about hardship since dependency can easily be proved in the case of a child who has turned 16 years, where the child continues at school, is undergoing training, or is an invalid. In respect of such child being an invalid, this circumstance will not be affected by the changes, as part (c) of the definition of the term "dependent" is already provided in the Act.

The other point to which I wish to refer is the amendment to paragraphs (e) and (f) of section 9 of the principal Act. The portion of the section which the Minister proposes to amend is as follows:—

- (e) where, since the marriage, for a period of at least twelve months immediately preceding the application, the defendant—
  - (i) has been an habitual drunkard;
  - (ii) has habitually been intoxicated by reason of taking or using to excess any sedative, narcotic or stimulating drug or preparation; or
  - (iii) has, for part or parts of that period, been an habitual drunkard and has, for the other part or parts of the period, habitually been so intoxicated;

(f) where, since the marriage, the defendant has committed adultery, sodomy or bestiality, if the application is made within six months from the date on which that offence, or the facts from which that offence is inferred, first became known to the complainant, or within such extended time as the court may, in proper case, allow.

If the proposed amendments are made to this section, the paragraphs will read as follows:—

- (e) has, since the marriage, for a period of at least twelve months immediately preceding the application—
  - (i) been an habitual drunkard;
  - (ii) habitually been intoxicated by reason of taking or using to excess any sedative, narcotic or stimulating drug or preparation; or
  - (iii) for part or parts of that period, been an habitual drunkard and has, for the other part or parts of the period, habitually been intoxicated.

During the suspension I had a chance to look into this amendment and it seems all right to me. In paragraph (f) the Bill proposes to substitute for the word "where" in line 1, the word "has", and to delete the words "the defendant" making the paragraph read—

has, since the marriage, has committed adultery . . .

I would like the Minister to explain why the word "has" is left in the paragraph. I support the second reading.

MR. COURT (Nedlands—Minister for Industrial Development) [7.35 p.m.]: I thank the honourable member for his support of the Bill. As I understand his comments, the two matters to which he wishes to address himself during the Committee stage relate to the original section 5 of the principal Act and also to section 9. I do not think it is desirable or necessary at this stage to comment in detail on his two points, except that I would point out, in respect of section 9, that the amendments in the Bill are essential to make that section read more accurately and smoothly than it does in its original form.

When we look at that particular clause I will endeavour to convince the honourable member that what is suggested in the Bill is desirable in the interests of clearer drafting.

Question put and passed.

Bill read a second time.

*In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Court (Minister for Industrial Development) in charge of the Bill.

Clauses 1 to 3 put and passed.

Clause 4: Section 9 amended—

Mr. SEWELL: Unless the Minister has anything further to add, I am satisfied with the clause.

Mr. COURT: By way of explanation, as promised to the honourable member, the redrafted section as it will appear following the amendments will read—

A married person may apply, by way of complaint, to the court for an order under this Act, against the other party to the marriage on any one or more of the following causes of complaint, namely, that the defendant—

“Defendant” is the word that carries on from there onwards. If the honourable member reads the amended section in that context, he will find the amendments proposed in the Bill make this section read more correctly and smoothly than in the original form. If one goes further down to the commencement of paragraph (e), one will find it will read as follows:—

That the defendant has since the marriage, etc.

And it is the same with paragraph (f). I think the amended form proposed by the Bill is both desirable and necessary.

Clause put and passed.

Clauses 5 to 14 put and passed.

Clause 15: Section 23 amended—

Mr. SEWELL: On looking through the principal Act I find the proposed subsection 2 (a) is already in the Act. I would like the Minister's comments on that point.

Mr. COURT: If this new subsection (2) (a) is not inserted into section 23 the machinery will not exist for these orders, as I explained during my second reading speech; and if the honourable member can be more explicit in regard to his problem I can assure him I will be able to answer him. Is it that there are too many words, or there are too few?

Mr. SEWELL: Other honourable members, like myself, come up against this sort of thing in our ordinary course of life, and we are blinded with legal jargon or science. Therefore it is nice that the reasons for these amendments be made as clear as possible. It struck me the provision already existed in the Act. I see the Minister's point and agree that perhaps this amendment is necessary.

Mr. COURT: Perhaps I can clarify the position. The object of the new words is to deal with a persistent offender as it was possible for the persistent offender to create more difficulty than was considered to be either desirable or necessary. The whole of this amendment is to deal with

this type of person. If the honourable member would like more information on the actual machinery aspect, I could arrange with him to have a talk with the clerk who has to operate this part of the section.

Clause put and passed.

Clauses 16 to 27 put and passed.

Title put and passed.

*Report*

Bill reported, without amendment, and the report adopted.

*Third Reading*

Bill read a third time, on motion by Mr. Court (Minister for Industrial Development), and transmitted to the Council.

## INTERSTATE MAINTENANCE RECOVERY ACT AMENDMENT BILL

*Second Reading*

Debate resumed, from the 11th November, on the following motion by Mr. Court (Minister for Industrial Development):—

That the Bill be now read a second time.

MR. SEWELL (Geraldton) [7.48 p.m.]: I rise to support this Bill and the one which, I take it, will follow; namely, the Justices Act Amendment Bill (No. 2).

The legal machinery which this Bill will put into effect will help towards the smooth working of the previous measure. Each Bill seems to be complementary to the other, and therefore I support the measure.

Question put and passed.

Bill read a second time.

*In Committee, etc.*

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

*Third Reading*

Bill read a third time, on motion by Mr. Court (Minister for Industrial Development), and transmitted to the Council.

## JUSTICES ACT AMENDMENT BILL (No. 2)

*Second Reading*

Order of the Day read for the resumption of the debate, from the 11th November, on the following motion by Mr. Court (Minister for Industrial Development):—

That the Bill be now read a second time.

Question put and passed.

Bill read a second time.

*In Committee, etc.*

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

*Third Reading*

Bill read a third time, on motion by Mr. Court (Minister for Industrial Development), and transmitted to the Council.

**ANNUAL ESTIMATES, 1964-65***In Committee of Supply*

Resumed from the 12th November, the Chairman of Committees (Mr. I. W. Manning) in the Chair.

Vote: Legislative Council, £18,612—

MR. BRADY (Swan) [7.55 p.m.]:

When speaking on the Estimates for 1964-65 I wish to raise a number of matters to which I feel the Government might give some consideration. I am hoping that some of the Ministers might even give attention to the various points I am about to raise in connection with their departments.

I want to say, before I get very far, that I often wonder whether speaking to the Estimates has the value one would hope in regard to getting something done in connection with matters raised. Probably at the end of a week's or a fortnight's debate the Premier will get up and say that honourable members can refer the various items to the departments. To me that is a very disappointing way of having one's matters dealt with in this House.

I would hope that in this House something akin to what takes place in another place would follow; namely, that Ministers would take a note of matters raised by honourable members and subsequently advise what has been done in regard to them. Some Ministers do not even remain in the House to take notes. There is a classic example tonight: five or six Ministers are not in their places. There is very little satisfaction in a member raising a number of items in this House year after year and finding nothing is done about them. No Minister replies, and then the Premier gives a five-minute or 10-minute speech at the end of the Estimates debate and says that honourable members can refer the points to the different departments.

Even though one might experience that difficulty, I am going to ventilate a number of matters which require the attention of the Government and of Ministers in the hope that even if Ministers do nothing now they may have their departmental officers look into the matters at some time.

It might even suit me to send a copy of my address to each of the departments to let them see that it is most unsatisfactory to continually raise these matters in the House on behalf of one's electors and get no satisfaction. One of the matters I am going to raise may not be of major importance, but it is of importance to anyone who has been affected by the subject. I am going to speak about door-to-door salesmen in a different sphere from the

door-to-door salesmen mentioned by the honourable member for Canning the other night.

The time may be approaching when the Government should do something about men who go from door to door getting contracts signed for pest control. I have had some serious complaints brought to my notice from residents of Bassendean in connection with their experiences of this type of salesmen. There may be someone in the House who will immediately say, "But these salesmen do not do door-to-door canvassing." If anyone says that, I will contradict him and say that as many as three of these door-to-door salesmen, wanting to sell pest control contracts, have called at my own residence in a period of a fortnight; and if needs be I can mention each one of them.

So it would appear that we could have another type of door-to-door salesman who could be most unsatisfactory from the point of view of the people. The following is a letter I received in December, 1963, just after we completed the last session of Parliament. The letter is from a lady at Bassendean and reads as follows:—

I went away for two months, and on my return to my horror found the front door frame also a window frame literally riddled with white ants.

After contacting the firm an employee came out and treated the door frame, and openly admitted that the passage should have been done when the policy was taken out. Next week another man came out to treat the window frame, and he also said that it was through incompetent work on the first spraying.

I contacted the manager and mentioned the case to him, all the reply was that he was sorry but he could do nothing about it as I did not have a replacement policy.

I do not want to read the whole of the letter, but I do want to read certain extracts from the contract which the lady signed and which I have with me. It is called a pest control agreement and guarantee and on the 28th November, 1960, the lady concerned agreed to pay £34 for a three-year contract. For this her house was to get an initial treatment for white ants in 1960, with the first maintenance in 1961, and second maintenance in 1962, and a guarantee service in 1963. When she came home to her house at the end of 1963 she found the door jambs were falling off and the people with whom she signed the agreement and guarantee said she did not have a guarantee in regard to maintenance or replacement.

I contacted the firm concerned because this lady felt that the public should be protected against this type of salesman; and, after about six months, I received a

letter from one of the principals of the firm. I shall deliberately leave out the name of the firm because I do not want unnecessarily to reflect on it. The firm might be genuine; but, at the same time, its manner of dealing with the public, and the type of contract it issues, leaves much to be desired. The letter, which is dated the 23rd March, 1964, reads—

I am most annoyed about the whole affair. When last I spoke to her she refused to have us do any more work on her home, which was then under guarantee as she had paid her yearly maintenance fee. After a telephone conversation with . . . . . in which I explained it was not in our contract to replace any damaged timber, etc., caused by termite attack she demanded her money back. This was refunded the same day. Hence, she contacted you and told her story.

I referred this correspondence to the lady's husband, who was up north, and he said—

The damage having occurred before treatment can be discounted, as we were always alert to the possibility of infestation, and kept all woodwork liberally sprayed with Creosote, etc., and the agent took nearly one hour before unearthing one ant.

One would naturally think that a "guarantee" in an exterminating business would mean no white ants and therefore no damage.

These people, who had the arrangement with these white ant exterminators, are very dissatisfied with the type of contract that has been offered to them, and they feel the Government should do something to protect the general public to ensure that they are not exploited by these salesmen.

In the course of correspondence the firm told me that it had negotiated with the Government to have a pest control organisation recognised. Because of that, I asked a series of questions of the Minister for Health on the 8th September, which read as follows:—

- (1) Has his department any agreement with a recognised committee or organisation having for its purpose the elimination of white ants?

The Minister's reply was "No." I then asked—

- (2) Has the committee or organisation any legal standing?

And the Minister's reply was—

I am not aware of any committee or organisation of this nature.

My third question was—

- (3) If not, does the Government intend to take action to control white ant or pest control firms or companies?

To which the Minister replied—

My department has under consideration draft regulations for the control of the use of toxic chemicals by pest control firms and for the registration of pest control operators.

I do not know how far the Minister intends to go with the matter, but it looks to me as though the negotiations which are proceeding with the Minister for Health are more in the nature of protecting workers who are using toxic chemicals.

I promised the people concerned in this case that I would raise the matter in Parliament; and I also promised the firm that I would raise the matter in this Chamber, so that the general public would receive some protection. The firm, in writing to me, gave me this advice—

This being the case, has it occurred to you the jeopardy you place the many thousands of workmen now in this industry and those supporting whose livelihood you affect by the unfair and adverse publicity. Each time this occurs we lose a number of men who cannot face the doubt of the future.

I hope in the true spirit of Australian fairmindedness you will take the only action warrantable—legal.

The letter was signed by the managing director. I want to make it quite clear that I do not think all pest control salesmen or firms are trying to get at the general public or the average housewife. However, I do think there could be unscrupulous people operating in the industry and there should be some control over them. I do not want anybody to lose his employment because I have raised this matter in the Chamber; but at the same time I do not agree with the viewpoint of the managing director of the firm to which I have referred, who said—

I hope in the true spirit of Australian fairmindedness you will take the only action warrantable—legal.

The average housewife or householder does not want to be placed in the position where she has to take a firm to court to ensure that the contract which she has entered into is enforced. If that is the only redress a householder has then my sympathies are all with the householder. I think a firm that claims to have representation in four out of the five States of Australia should be prepared to back up its contract and guarantee the work which it undertakes to carry out.

I hope the Government, if it is giving consideration to this matter, will make the position watertight so that householders will be protected; because there are many womenfolk who sign contracts because they look very legal-like, as they say in America. The contract which I have in front of me has a very impressive title. It says, "Pest Control Agreement and Guarantee" and anybody who is not

trained in legal phraseology could easily be taken in by that type of certificate. The firm leaves a copy with the client and the form refers to the nature of the contract and the work that is to be carried out. This one finishes up with these words, "guarantee service in 1963 for white ants."

What I have to say should be a warning to pest control operators that their activities are coming under scrutiny by Parliament and that they will be expected to give a better return for the contracts they are making with people in this State. I do not want to be unfair and say that these pest control people who made these contracts have been acting illegally. They may have been of the opinion that they were acting legally; but probably they did not advise the second party to the contract that they did not have a leg to stand on in the event of white ants returning to the house and causing the damage to which I referred when I first introduced this matter.

The next subject I want to discuss is the continual flooding in the Bassendean-Ashfield area caused by the overflow of the Swan River during the winter months. There may have been a time in the history of Western Australia when we could afford to ignore the flooding of low-lying areas in some of the outlying suburbs like Ashfield and Bassendean; but those days have gone forever, and I am hoping the Government will realise the necessity to do something to overcome this flooding problem which is causing so much alarm to residents in the areas affected, who have built houses worth £4,000, £5,000, or £6,000.

There are very few vacant blocks of land on either side of the Swan River, and when flooding takes place it causes alarm and a great amount of inconvenience to people who cannot travel over the roads or walk along the footpaths and who have to use rowing boats to get backwards and forwards to their houses. I wish to refer particularly to that part of the Ashfield-Bassendean area between White Rocks and the Bassendean home-stead, which is virtually between Frederick Street and Villers Street. There is a low-lying area there which extends as far as Sandy Beach in Bassendean and it invariably floods in the winter months.

In recent times there has been some talk of building a bund along the side of the river and making a riverside drive. I am not averse to the building of a bund. But if anything is to be done along the river the low-lying areas should be reclaimed; and if it is necessary to build a bund for the construction of a riverside drive, then it should be built on what could be called the north side of the river.

In about 1949 or 1950, when Mr. Val Abbott was Minister for Works in the McLarty-Watts Government, he held a meeting at Bayswater and invited representatives of the various road boards—as

they were then known—who were concerned with the problem, to attend. The impression was given that within a few years it would be possible to have a riverside drive built, and that this would be possible only if the lower parts of the river were filled in and what could be called a bund was built with the drive being constructed on the bund. As the Swan River Conservation Board, the Public Works Department, and the Harbour and Rivers Department are now operating, I believe that in conjunction with the Bassendean Shire Council something should be worked out jointly between all these bodies to overcome the flooding of the Swan River in the Ashfield-Bassendean area. If that could be done there would be a possibility of making available another 160 to 200 building blocks, and of building up the revenue of the Government and the local governing body.

On the 26th August in *The Swan Express* appeared a report on the views of Councillor Wicks who has lived in that area practically all his life. He is at present on the Bassendean Shire Council, and he was good enough to supply me with a copy of that newspaper. The report states—

We found his remarks so interesting that we later asked Cr. E. Wicks to elaborate on them in a press statement which is now to hand, and it is quoted hereunder:

"The Bayswater Shire Council has suggested to the Swan River Conservation Board that a definite improvement to the river foreshore could be effected by the building of a bund along the river banks. This matter has been passed on to the Public Works Department for advice.

There seems to be merit in this proposal and it is one which could supply a solution to the flood problem especially in Bassendean.

The long-range planning for the river envisages the widening of the river from approximately White Rocks, Ashfield, to Sandy Beach, with an island in the middle which could serve as a bird sanctuary.

It is debatable whether the deepening or widening of the river will have much effect on flood waters, but it would allow the flood waters to flow more freely.

The advantages, however, would be from the 'fill' which could come from the river bank and the bed of the river itself. This could be pumped up to form a bund approximately along the alignment of Kitchener-rd. and a very large area behind this bund could be filled to a height well above flood level. This is not a very difficult problem with modern machinery which is available.

This would still preserve the public open spaces envisaged along the river front, a new road would be part of the scenic drive, but the main advantages would be:

- (1) Control of the flood waters;
- (2) provision of a considerable amount of valuable desirable residential blocks in close proximity to the river immune from flooding.

Naturally cost would be the first reaction to such a scheme, but the resultant asset should be well worthwhile.

A similar scheme could apply to the area subject to flooding at Pickering Park, North-rd., and Hyland-st. back to Anstey-rd. and Harcourt-st.

Both of these schemes would cover the major portion of the flood problem in Bassendean and could well apply to other districts bordering the river.

Until something is done we will go on being flooded periodically.

It is a 'defeatist' attitude to say that it 'can't be done'.

I submit that the proposals are well worthy of serious consideration."

All I want to add to that report is that nowadays small, portable dredging equipment can be obtained from the U.S.A. and England. This equipment can be carried behind a vehicle, and towed along the road to the river bank. It can be worked automatically, without the need of an attendant, and it can be used for pumping the silt from the river over the bund to the low-lying land. If the Government wants to do something for industry it will be able to reclaim low-lying land in Belmont and similar districts, and make the reclaimed areas available to industry. By so doing the river would be widened and deepened, and that would help to overcome flooding. I am hoping that someone in the Government will look into this matter; if not, I hope some departmental officer will be given this job, because I intend to take the matter up further.

The next matter I wish to touch on is education. It is becoming evident that primary schools—if not in the country then in the metropolitan area—are at present receiving a pretty raw deal. I notice that the Education Vote for this year has been increased by approximately £1,000,000; yet there are some districts in my electorate where primary schools have not been provided. I refer, in particular, to Hazelmere. I have endeavoured to persuade the Minister in this House to ask the department to look into the Hazelmere district as a potential one for the establishment of a primary school, but all I could get from him was that the department was not looking into that area and the children could attend either the Guildford State School or the West Midland Infants' School.

As far back as 1948, which is the best part of 16 years, the late Hon. J. Dimmitt M.L.C., and I attended a progress association meeting at Hazelmere, when it was advocated that a primary school should be built there. Yet in 1964 we appear to be no nearer to that objective. I am hoping that the Minister for Education, or an officer in the department, will look into this matter with a view to building a primary school at Hazelmere, which is a new district where building is going on consistently. Now that the authority has been given for the subdivision of building blocks into quarter-acre lots, instead of half-acre lots, many residents are contemplating subdivision of their blocks. This could become one of the leading suburbs in the metropolitan area in the years to come.

I have referred in this House to garden suburbs of the metropolitan area. If ever there was a part of the metropolitan area which lent itself to development into a garden suburb, it is Hazelmere. When the progress association settles down it should initiate a competition for the purpose of showing how Hazelmere can be developed into a garden suburb.

I hope the Education Department will look into the possibility of building an infants' school, or a primary school in the area. This is the first time in the 16 years I have been a member of this House that I have received in the one year letters in respect of three or four infants' or primary schools, complainants about their neglect and the lack of attention. One which I received recently from the Bassendean Parents and Citizens' Association—and it represents the view of many other parents and citizens' associations—reads as follows:—

20th October, 1964.

Dear Mr. Brady,

At the last meeting of the Bassendean P. & C. Association, members expressed concern regarding the discrepancy between the standards of facilities provided in the newer High and Primary Schools and those existing in the older buildings such as Bassendean Primary.

Such amenities as music, library and visual education, projection room, medical room, staff wash and changing rooms, etc., although standard in modern buildings, are completely lacking here. This Association therefore seeks your assistance in bringing pressure to bear in the right quarter in order that all children and staff members work under similar conditions to those in new schools.

We note that the services of an itinerant teacher concerned with remedial reading have been lost in this school as there was no utility room available. Also that visitin

medical and guidance officers work under extreme difficulty for the same reason.

It is respectfully suggested that a responsible Government officer make a general survey of the older type buildings, furniture, etc., in order that these be brought up to present day standards.

We trust that this appeal to you will receive favourable consideration and will result in action being taken by the departments concerned.

Thanking you,

I am,

Yours faithfully,  
(Mrs.) J. Maloney,  
Hon. Secretary.

That is typical of the letters which honourable members receive from their constituents in the metropolitan area. I am very sympathetic to the arguments which have been put up by the Bassendean Parents and Citizens' Association because, as I move around the districts, I am mindful of the fact that high schools, the University, and the technical schools seem to obtain everything they require, but the primary schools and the infants' schools—particularly the older ones—are badly neglected. The suggestion put up by the Bassendean Parents and Citizens' Association that the Government should appoint an officer to inspect all the schools and make a report is very worthy of consideration.

Today with so much building material available in this State, with so many people looking for work, and with so many people looking for a better type of school, the Government could do much worse than build modern schools. I hope the department or the Minister in this House will give early consideration to the proposition of the Bassendean P.C.A.

I have also received a letter from another part of my electorate—not from the extreme end of it; although there is one from that part—dealing with this question. This is from the Midvale Parents and Citizens' Association, and is as follows:—

8th September, 1964.

Please find enclosed a copy of a letter received by this Association from the Busselton P. & C. Association.

This letter was the subject of discussion at a recent meeting of the Midvale Branch where it was unanimously agreed to endorse the contents thereof, and add to the list of recommendations the following:—

The Bassendean P.C.A. made 16 suggestions for improvements to primary and infants' schools throughout the State. In addition to those, the Midvale P.C.A. contends that telephone rentals in all primary schools should be paid by the Government; tape recorders should be paid for by the Government; and record players should be provided by the Government.

Some people might say that these amenities are unnecessary; but I think they are. If we can get children interested in music by providing record players in the schools, together with tape recorders, I think we will lift the status of the schools, and the children will be interested at an early age in something which will be worth while and something which will stop them subsequently joining the bodgie-widgie groups to which a lot of teenagers are attracted when they leave school.

It is obvious that those in P.C.As. in the metropolitan area, and particularly in my electorate, are not happy about what is being provided by the Government. I generally attend the various school fetes and I inquire what the money collected at the fetes will be spent on. I have been informed that the money is being spent on activities which are the responsibility of the Government. The parents should be absolved from the responsibility of having to raise this money and the Commonwealth Government could well afford to assist the State Government to improve the overall position as far as the lower-grade schools are concerned.

Before I get off this subject, I want to personally advocate that children should not have to attend kindergarten up to the age of six. In other words, I advocate that the age at which children should commence school should be lowered to five years or under. The more I think about this matter the more I am in favour of it, and I suggest it is worthy of consideration.

Many factors indicate that the young child of today is miles ahead of the child of the same age of 10 or 15 years ago. This has been brought about by many reasons—improved infant health services, improved methods of diet, improved mother care, improved nursing, and even television. Young children of three to five sit for hours at a time before the television. Nothing will convince me that the young child of four and five of today is not mentally ahead of the child of the same age of 10 to 15 years ago.

This being the case, the State and the Commonwealth should take every advantage of what is offering and give these children the opportunity of going to school at least a year earlier than at present. This would achieve two results. The first would be that the parents could be relieved of the cost of from 12s. 6d. a week to 16s. a week for a five-year-old child who attends kindergarten, for half a day, five days a week. The second result would be that as the higher intelligence of the children would be catered for, some of them would be able to leave school 12 months earlier. For these reasons I want to add my own personal viewpoint to that expressed by the P.C.As. and hope that somewhere along the line a bell might be

ring and someone will see that the improved techniques of rearing children today and the possibility that they could leave school 12 months earlier because they could start 12 months earlier, should be taken into consideration.

If this idea were adopted, many mothers would probably be saved from becoming neurotic, and it would save the husbands having to pay a lot of doctors' and hospital bills. So much for what the P.C.As. are saying at Midvale and Bassendean.

I now want to refer to the Guildford State School. Approximately 12 months or more ago the Minister for Education in this House told me that additional grounds were being purchased for that school. Today I asked the following questions—

- (1) When will arrangements be finalised for acquiring 2½ acres of land to extend playing grounds of primary school, Guildford?
- (2) At what stage are the negotiations at present?
- (3) Will grounds of property adjoining the school, at present owned by the department, be available for an "all-weather" playground when the present tenancy expires?

The following replies were given:—

- (1) Not known at present.
- (2) The owner of the 2½ acres of land which it is proposed to acquire is still considering the department's offer to purchase.
- (3) No. The old school quarters are in sound condition and the department has no plans for their demolition.

What could be more frustrating to a P.C.A. than to receive a reply like that from a responsible Minister, when over 12 months ago it was told by the Minister that negotiations were in train for the taking over of an extra area? I am half inclined to move in this House that all the papers in connection with this matter be tabled. I feel that the file would be higher than those on the Table at present.

This school at Guildford is the fourth oldest school in Western Australia and yet the Minister and his department treat it in this offhanded way and think it is of no consequence. I have heard Ministers in this House say that a minimum of five acres should be provided for a primary school and yet this school is trying to function on approximately an acre of land; and quite an area cannot be used at certain times of the year.

I was under the impression that if the Government wanted certain land it could resume the property whether the owner wanted this or not. I want to know from

the Minister why the Education Department, through the Public Works Department, has not resumed this 2½ acres. Why should these negotiations go on year after year? Is the Government frightened of offending some of its close friends? If it is, it is going to make enemies of some of its friends at present in Guildford because of the way it is treating the children of those friends. I am not silly enough to think that all the children attending the Guildford State School are children of Labor supporters. A lot of the parents are devout Liberal supporters, and yet this Government is doing nothing to help them. I want the Government to help its own supporters even if it is not prepared to help Labor supporters.

I thought I would let the Minister and honourable members in this House know that this is being recorded and in due course the electors of Guildford and other parts of the Swan electorate will get to know that this matter has been brought forward fairly forcibly in this debate on the Estimates.

The next matter I want to deal with concerns the offhanded way the Railways Department and the Education Department are dealing with the children attending the school at Bellevue. I have already instanced the treatment received by the Bassendean State School, the Midvale State School, and the Guildford State School, and I now want to inform honourable members what is happening to children attending the Bellevue State School. I have here a letter sent to Mr. Gates, who is, I understand, the liaison control officer of the standard gauge railway. It is dated the 6th October this year and reads as follows:—

Dear Sir,

It has come to the attention of the parents of Bellevue primary school, that the pedestrian bridge connecting Bellevue Road with the opposite side of the railway line will be deleted as a result of the standard gauge railway.

There are at least thirty children using this bridge daily to and from school as a result of this, the children will be expected to walk up to one and half miles further to school with no shelter in all weather. Next year there will be at least twenty five year olds commencing school who will be expected to use the Robinson Road subway. This road will have to cope with the abattoir's traffic. We consider this road highly dangerous for the children. This is a matter of grave concern to us and would suggest surely a pedestrian subway could be erected in place of bridge now under demolition. This not only concerns Bellevue primary school children, St. Anthony's convent children



will also have to make a deviation under similar conditions as Bellevue primary school.

Yours faithfully,  
(Mrs.) B. Trafford,  
Honorary Secretary,  
Bellevue P. and C. Assoc.

The implication there is that the State school children go along Bellevue Road, over the pedestrian bridge, to the State school; and the children from the other side of the line go over the pedestrian bridge to St. Anthony's convent. The parents of children attending both those schools are faced with the problem of getting their children safely to and from school.

I am not satisfied that the Education Department and the Railways Department are conferring closely enough on these problems. When a pedestrian bridge is removed it should be replaced, and that is my argument. If a pedestrian bridge is removed because all the adults in the world are not using it, it should be replaced even if a percentage of adults, and school children are using it. The parents in the Bellevue area are entitled to have the pedestrian bridge and I hope the Minister, who is in the House and who is helping to spend £48,000,000 for the Commonwealth and State Governments in connection with the standard gauge railway project, is going to take a decent—let me use the word “decent”—approach to this problem in the interests of the school children in the Bellevue area.

I hope the same consideration will be given to the children in this area as is being given to those people 20 and 30 miles away where £20,000 and £30,000 is being spent on overhead bridges. In those areas there are only about half a dozen trucks involved in the one day, but that amount of money is being spent on erecting bridges.

Well, a child's life is worth more than £20,000 or £30,000 to me. I do not want to see any children mutilated at Bellevue for the sake of a decent pedestrian approaches or subways. I hope that the Minister for Railways, when he is spending the £48,000,000, will let his conscience prick him in regard to his responsibilities to other sections of the community besides the B.H.P., the commercial interests, the industrialist interests, and the other interests that are going to benefit from the standard gauge railway. Some of the people who have to be given consideration are those who send their children to school at Bellevue, irrespective of which side of the line the school is on. So I draw that matter to the attention of the Ministers in this Chamber.

Recently one of my electors at Guildford drew my attention to a cutting which appeared in *The Australian* dated Wednesday, the 12th August. This news-

paper extract deals with the fact that 100,000 kangaroos dies each week in just one district. This lady wrote as follows:—

I should like to add my plea to you to take what action is appropriate towards ending the hypocrisy of honouring the kangaroo as our national emblem and, at the same time, apparently doing our best—or worst—to exterminate it, often with sickening cruelty, according to reports.

It is conceded that crops have to be protected but not that kangaroos have to be killed and maimed in their thousands to provide sport and pet food. Australia is a comparatively new nation on an old continent and should be fully aware of her responsibility to preserve the unique fauna which is all the more vulnerable because of its short acquaintance with man.

The lady continued in that strain, but I will not read the whole letter. She sent me a newspaper cutting which I shall quote because it contains a message for us all; and earlier this year I asked the responsible Minister whether we were likely to have a national park similar to the Kruger Park in South Africa where the native fauna is protected, and where tourists and the public can see the fauna in its natural haunts. I was told by the Minister that there is no intention by the Government to do anything about it in the near future. I feel that we ought to give some thought—both the Government and the Opposition—to establishing an area where the natural fauna would be protected so that it would not become extinct as appears to be the case with certain types of American fauna.

I shall now quote from page 13 of *The Australian* of the 12th August last—

On properties where kangaroos are so common that they seriously compete with sheep for the available grass and water, of course they must be thinned out. And it would be rather good if the hides too could be utilised, instead of being left to rot on the plains. But if we don't develop a sense of values, it won't be long before the Red Flier and the Grey Forester will be as dead as the three rat-kangaroos, the brown hare-wallaby and the toolach wallaby that we have already wiped from the face of Australia.

“Kangaroos are still increasing . . .”

The American hillbillies of the last century, the equivalent of our kangaroo killers of today, said the same thing about the bison or “buffalo” that once roamed through much of the United States in mighty herds. In 1869 the last congregation of bison was cut in two by the gangs who built

the Union Pacific Rail-road. The northern lot then numbered about 1,500,000, and the southern herd about 4,000,000 animals.

By 1880, within living memory, the southern group had been almost wiped out. The same fate overtook the northern herd in 1883.

#### *Species Saved*

In 1889 twenty stragglers in Texas were all that were left of the Southern herd, and a few much-hunted animals survived precariously in other relatively unpopulated states. It was only now that Washington yielded to the demands of emergent American conservationists and introduced protection laws.

I will stop at that point because I have not the time to deal with the matter at great length. I make the point that we should all consider our native fauna; and I would hate to think I have passed through this world without doing something to protect our native fauna for posterity. I know there are difficulties in this regard, and I know the pastoralists' representatives and the farmers' representatives will not be enthusiastic about what I am saying. But even those people must be mindful of our heritage in regard to the unique type of fauna in this country. I hope the government of the day, of which ever party it may be composed, will in the near future do something worth while to protect our native fauna.

I am in duty bound to refer to the fact that the Bassendean Shire Council wrote to me in regard to the destruction of vermin. It is rather strange that I should mention this subject after the remarks I have just made. The Bassendean Shire Council sent me a letter it received from the Armadale-Kelmscott Shire Council, as follows:—

#### *Destruction of Vermin Evidence*

At the last meeting of the above Ward it was decided to recommend to all councils that representations be made to the various members of Parliament seeking an amendment to the Vermin Act and provide authority for vermin evidence to be destroyed locally and certified accordingly by reputable citizens.

This question has been raised on many occasions, but to date, the Department of Agriculture has strongly opposed the proposal. It appears a reflection on the integrity of Local Government and to preserve the good reputation of Councillors and staff you are requested to support this move.

The letter from the Bassendean Shire Council had this to say—

Dear Mr. Brady,

re Destruction of Vermin

Enclosed please find a copy of a recent communication received from the Metropolitan Ward of the Country

Shire Council's Association seeking an amendment to the Vermin Act relative the destruction of vermin evidence.

It is of course appreciated by my Council, that this is not a problem that concerns them to any great extent, but to the Outer-Metropolitan and Country Local Authorities, the situation is quite a difficult one.

Accordingly, therefore, my Council has resolved to support the Metropolitan Ward of the Country Shire Councils' Association and it would be appreciated, if you would support any proposal of this nature that may be introduced in Parliament to amend the Vermin Act.

I support, as far as I can, the shire council in its activities. I have a feeling that we have dealt with one aspect of this matter during the last week or two and have eased the position considerably. If, however, it is not eased to the extent that the metropolitan ward would desire, I hope the Government will do something to allow a local representative to certify in regard to the destruction of vermin.

I now wish to deal with the matter of railways. I know the Minister for Railways will be all ears to hear what I have to say. I will put him at his ease to a certain extent and thank him on behalf of all those who journeyed into the Toodyay-Norham district and Upper Swan last week. He made it possible for a very educational trip to be undertaken; and I want to give him full marks for what he is doing in respect of the standard gauge railway.

I hope the confidence he has in the future of the standard gauge railway will ultimately prove to be correct. If it does, I can envisage that in Western Australia we will have the San Francisco that America has on the west coast, and that this will eventuate within the next two or three generations. I hope everything will go according to the way the Minister envisages; but I cannot get out of my mind that we will have railways costing in the vicinity of £117,000,000, and it is going to take a lot of money, in anybody's mind, to pay for such railways.

The CHAIRMAN (Mr. I. W. Manning): Order! The honourable member's time has expired.

MR. BRADY: I am most disappointed that I have to resume my seat, because I had many other points to make on railways.

MR. MITCHELL (Stirling) [8.55 p.m.]: I want to comment on a few matters in connection with the Estimates, and I feel it my duty, after being here three years, to make a few remarks. First of all, it is a pleasure to see that the revenue of the Government this year has risen by approximately £6,300,000. Admittedly, I suppose, quite a bit of it comes from

taxation, but it is also quite evident that there is a growing demand for the various services throughout the country that the Government is responsible for; and I think that we, as members of this Chamber, must realise that the greatest requests from our constituents are for educational facilities, school bus services, and the like, together with various other services that a government must provide.

It is to me a healthy situation when the people of the country are demanding increased services from the Government and more or less pledging themselves to pay the increased taxes necessary to meet the cost of those services.

Before I get on to a few matters dealing with agriculture, I wish to make one or two comments in respect of industrial development. It is amazing to me to hear honourable members and people outside making scathing comments about the lack of industrial development in this State. I have seen the industrial development authority at work in a small country town and I have seen the work the local committees can do, and I listened with interest recently to the suggestion that the Minister for Industrial Development should be provided with funds to assist industry in country towns. I have seen industry so assisted already. I would not know where the Minister gets the money, but he supplied some finance to provide water and electricity to an industrial site; and he has at various times to assist industrial development in a small country town. It is refreshing to know that the Government does provide these services and this finance.

I believe that many of us are too parochial when we speak of industrial development. We think of it as development in our own area. As a member of this Parliament and one who has taken quite an interest in this matter, I feel that as long as industrial development is taking place in this State it must reflect to the benefit of all people in Western Australia; but, of course, it is so much the better if it takes place in one's district and in one's particular town. We do not, however, want to be too parochial and think that industrial development is only doing us some good if it takes place in our own little town.

It is pleasing to note that the amount to be spent this year on agricultural expansion, development, etc., through the department has risen by £133,000. It is quite evident from what we are told that this sum would have been greater if certain people had been available for employment in the Department of Agriculture. The expansion that is taking place in agriculture today demands a tremendously increased amount of expenditure by the Department of Agriculture in the way of making scientific knowledge available to farmers and the like.

I am glad to see the department is tackling this to the best of its ability, and it is unfortunate that the people required are not available. So we hope the department will do everything to encourage the training of these people; to encourage the agricultural experts to give to this State the services that we so urgently require.

One of the matters under agriculture which I think should always be before this House, and before the people of the State, is that of vermin control. For some time now our problem of vermin throughout the country has not been so serious as it was some years ago; but I am given to understand that in many parts of the State the rabbit problem is becoming just as serious as it was at the worst period of the rabbit plague.

I am hopeful that those people in charge of vermin destruction will do all in their power to see that vermin is kept under control. I have had complaints about the matter of vermin control on Crown Lands, and I am told it is not being pursued as vigorously as it should be. That is to be regretted. Unlike many of my colleagues I believe one of the greatest contributions towards containing the rabbit population in this State is by the use of one-shot method 1080 poison.

I also feel that this is one of the most important methods of controlling the problem of foxes in Western Australia. I notice in the areas where 1080 is now not being used so much that we are having a build-up of the fox population, because naturally with the 1080 the secondary poisoning has a tremendous effect on the fox population. I do hope the matter of vermin control will be pushed forward as vigorously and as fast as finances will allow.

Weed control is another matter which I have mentioned before, and which must be continually before us. I saw some comments of a conference that recently took place in the south-west, and at one stage it was thought that with a view to controlling the importation of weeds from the Eastern States no more sheep should be allowed to come into this country from there. That seems to me rather like shutting the stable door after the horse has escaped; because we know that over the last few years many thousands of sheep have come into Western Australia, and if these sheep bring in the weeds we think they might, it is too late to stop their importation from the Eastern States for the purpose of controlling the weed problem.

I do think the Government should continue to give serious attention to this important matter. I believe it is doing its best to ensure that the sheep that are brought into the State are not infected with weeds. We notice in the Press from time to time reference to some new weed

that has been discovered in Western Australia, and we must do our best to see that these weeds are not allowed to take a hold on the State.

I have mentioned before the desirability of establishing on the south coast some form of research station. Despite the tremendous advances made in agriculture along the south coast, I believe there is still a need for a research station to provide us with valuable information about the types of grain and the types of fodder that are most suited to the various soils of the district.

It is interesting and pleasing to note that the C.S.I.R.O. has agreed to establish a plant introduction centre in the Plantagenet area, and I hope this will be established before long. But, in addition to that, I believe the need does exist, and will continue to exist, for a research station in the medium rainfall areas on the southern coast of the State.

One of the problems which has faced this State for some time, and which will continue to face it—and which I believe the Government must take very serious and urgent action on—is the matter of soil erosion. This matter has been mentioned by my colleagues and I feel we cannot press it too hard. The Government has at times imported different people into the State to advise on such matters as the standard gauge railway, traffic, town planning, and so on.

I feel the Government should have a very serious look at getting into this State a man from one of the older countries of the world to give advice on the matter of soil erosion and flood control. We have a very good and efficient soil erosion branch in the Department of Agriculture, but I think this problem is bigger than any that has yet been tackled in Western Australia. The matters I have mentioned on which we have had expert advice are only matters of a few million pounds, so far as I can see; but this matter of soil erosion is one that can affect the livelihood of many people in Western Australia, and also the income of the country for many years.

It has been said that we are throwing open a million acres of new land each year. The experts claim that much of that new land, or an equivalent area of it, is being lost to production because of salt encroachment, soil erosion, and the wrong utilisation of the land that has been thrown open. I also believe that we have not taken sufficient interest in the way the country has been cleared, and in the way that cleared country is utilised. We all know that forests in the various areas control floods; they at least prevent flooding and soil erosion, of which we see so much today.

The next best thing to forests in lands which are flooded, or liable to flooding, is to establish a first-class type of pasture. Too many of our soils are being used for

the wrong purpose, and too much of our country that has been cleared is shedding the water on too much of the lower country, and the result is that we are getting these serious problems of flooding.

Much of the trouble of flooding could of course be overcome by the damming or conserving of the water at the headwaters of some of the rivers which cause serious flooding. This could be used during the drier times of the year. I feel we are not making sufficient progress in the matter of flood control, soil erosion, and salt encroachment. The only way to overcome these problems is for the Government to take a look at bringing into the country an expert who could advise on the overall control of these various problems.

Some of the older countries of the world that have had most of their land cleared for many years must have experienced these problems before, and they must have men who are capable of advising the Government as are the experts we have brought into the country over the last few years.

In addition to soil erosion and the utilisation of water I believe that the advancement of Western Australia in the future—particularly in the southern part of the State, as is the case in the Northern Territory—is dependent on the proper location of water supplies; secondly their conservation; and finally the utilisation of such water. We know that there must be in this country much underground water that has not been discovered.

As I mentioned before, there is also very much water that is running to waste that could be properly conserved and put to use in the irrigation of various crops that are so suitable to the wetter areas of the State. We also know that contrary to a few years ago the land in the southern areas of Western Australia is almost all taken up, and if we wish to expand our agricultural industry we have to do it on a different basis from that on which we are carrying on today. It must be on an intensive farming basis, and it must be with the utilisation of the land and of the water which we are so fortunate to have. So I hope the Government, and the Ministers concerned, will make every effort to improve the research into the location of water, its conservation, and its proper utilisation.

I would now like to say a few words on native welfare. The Minister and his department are doing an excellent job in the matter of native welfare. At times they receive adverse criticism from people who appear to me to be ill-informed. The housing of natives is improving at a tremendous rate. I believe that perhaps we should do something more to provide better amenities within the houses; and I am hoping the department might be inclined to consider the provision of better toilet facilities in the houses on the reserves.

The work of missions in Western Australia is to be very much admired. I believe all the churches are doing a tremendous work in the mission field. Together with the department they are making a great contribution to the uplifting of the natives. I was particularly interested during a trip through the Northern Territory to find the tremendous amount of money the Commonwealth Government is spending on native welfare in the Northern Territory. I know that this is a State matter; that we are an independent State and that we should look after the natives in this State, independent of Commonwealth assistance.

But it seems rather strange to me to go to a church mission in the Northern Territory and find the Commonwealth Government has provided 100 per cent. of the cost of building accommodation for the natives and 90 per cent. of the cost of running a mission station. As the controllers of the whole of the country I believe the Commonwealth should accept some responsibility, or some added responsibility, for welfare work among the natives of the State.

It is the State's responsibility no doubt, but the Commonwealth cannot successfully defend the action of spending practically 100 per cent. of the maintenance on the native population in the Northern Territory and leave us to do all the work ourselves. However, I would say that the work of the department and of the Minister is being appreciated throughout the country, particularly as it relates to the improvement that is being made in the living conditions of the natives of Western Australia.

I cannot allow this opportunity to pass without saying that I still hope the Government will give consideration to setting aside some areas of land before it is too late so that the native population might have a chance, when they become properly educated, to take up farming on their own account. I mentioned this when I first came to the Chamber; and I will continue to do all in my power to see that some land is set aside for the purpose of providing farms for some of these people when they become sufficiently educated to take advantage of them.

I have heard much criticism—there has been a lot tonight—about education in Western Australia. In the south coastal areas perhaps we must be a little more fortunate in this matter because I can find no criticism of the Education Department for the schools it has provided; for the way they are run; for the services the department has provided; and for the assistance it has given to education in my particular area. We know, of course, that all the time more classrooms are required and more bus services are required. In an expanding population it is a problem to keep up with these various requirements.

Probably one of the greatest troubles today is the provision of housing for the various teachers in the country towns; but I understand the Government is setting up an authority to provide at least some housing, and we hope consideration will be given to the provision of hostel accommodation for single teachers at some of the country towns because I believe they are by far the hardest hit when it comes to securing proper accommodation.

I would like to make one or two comments in connection with the Forests estimates. The matter to which I wish to refer I do not see mentioned in the Estimates, but I understand from the Forests Vote comes some assistance for the Tree Society. It is rather strange, that I, as one who has spent most of my life getting rid of trees, should be interested in the Tree Society. As a matter of fact, I had the honour to be the first president of a country branch of the Tree Society of Western Australia; and I want to pay a tribute to the society for the work it is doing in this State.

I understand the society has approximately 60 branches; and it has recently extended its work into the northern areas of this State. It also has 267 branches in the schools in Western Australia; and 10,749 junior badges have been distributed to school children. I think this is a most important work that the organisation is doing; and on every occasion when I have had the privilege to attend school arbor days I have tried to impress upon the children that the work on the preservation of trees and the encouragement of the planting of trees is not done for our sake—the older members of the community will get no benefit from it—but is done for the sake of the children and those who come after.

I hope the Government will use every endeavour to assist the Tree Society to meet its added expenses, because it is doing a very worth-while job. It draws the attention of government departments on many occasions to the useless destruction of trees that takes place in country areas. It encourages the reclamation of country by the planting of trees; it encourages the beautification of the city; and it sees to the planting of trees in various places. I hope the appropriate department will see that the Tree Society is not starved for funds as the work it is doing is of real importance, both for the Government and for Western Australia.

There is just one other matter concerning the Forests Department about which I would like to speak. I would like to call attention once again to the desirability of the further investigation of the planting of pines in the Denmark water catchment area. It has been said that pines will not grow successfully in that particular area but I, as one who has had something to do with the growing of pines in that particular part of the State, say there is

no reason why they will not grow as well there as they do where they are being planted along the Perth-Albany road, between here and the halfway house. I hope the Minister will again give this matter some consideration. The Denmark Shire Council is very hard put, because much of its land is taken up by water catchment areas and it does not receive any revenue from this land. If a decent pine planting programme were carried out on the area, consisting of about 90,000 acres containing no marketable timber, pine planting could be done on quite a reasonable scale.

The war service land settlement branch is one in which I have taken a particular interest, inasmuch as the biggest part of war service land settlement in Western Australia took place in the great southern area; and the greatest number of farms are in my own electorate. The activities of this department are rapidly drawing to a close; and when it ceases to function I think we will all agree it has done a tremendous job in the development of a particular part of the State where so much war service land settlement has taken place. There are one or two problems yet to be solved, and a few of the settlers will not make good in the finish; but, by and large, the greatest number of settlers have really made good. They have become well-established farmers and most of them are quite independent.

However, as I said before, in a big scheme like this there will always be a few who will not be successful; and that is something to be regretted. Nevertheless, it is impossible to be 100 per cent. successful in such a large scheme. The department has done its best to straighten out these complications that have occurred; and we hope that when it ceases operations all settlers will be in a sufficient state to go over to the bank in their own right.

Another matter concerning my district—and I have mentioned it before—is the Pardelup Prison Farm. When this farm was first established there was the usual outcry about it, and people were saying we should not have prison farms in such places as Mt. Barker because of the dire result of having prisoners there on the parole system. But eventually this farm has proved a tremendous boon to the people who are unfortunate enough to be sent there; and it is looked upon now by the people in the Mt. Barker area as a very worth-while project in the development of a better standard of living and educational facilities for the people sent there.

I would like to say how much I appreciate the efforts of the Minister in providing a decent amenities hall this year, and assisting to set up a prison after-care committee, which is receiving such wonderful support from the people of the district and

is making a great contribution to the welfare of the people when they leave the institution.

In addition—and I have mentioned this previously—the appointment of a very efficient and capable farm manager is now enabling this place to be turned into a show place as far as farming is concerned; and to my way of thinking the Government is to be congratulated on the efforts put into this establishment.

Tourism is one matter that affects the southern part of the State very much. One of my shire councils—the Denmark Shire Council—is having difficulties in providing sufficient money to supply the amenities needed on the great number of popular beaches it has in that area. We know that the Tourist Development Authority does provide £2 for every £1 the local authority puts up, but the difficulty with some of the smaller local authorities is to find the first pound; and this particular shire council is experiencing difficulties in matching the amount necessary to provide the facilities for these popular and important beaches on the south coast. I am hopeful something may be done to assist this council because I believe its case is one that requires a somewhat different approach by the government departments.

I would now like to say a few words on the matter of a new State, something about which we have heard so much.

Mr. Hall: A good idea that one.

Mr. MITCHELL: It has been said by my friends in the great southern areas that we should have a new State there because no government—I do not think they mean the present Government—has ever spent sufficient money down there. Probably some people have overlooked the fact that various governments, both Commonwealth and State, in one little matter alone—war service land settlement—have spent approximately £30,000,000 in the great southern areas, including the Albany zone. I do not think it matters on what the money is spent. However, when one considers that £30,000,000 has been spent in that area on war service land settlement, one wonders why we are struggling today to get the Commonwealth to spend £30,000,000 on the Ord River Dam.

The amount of money spent over the years has done a tremendous job in developing the Albany region. So I am hopeful that when people talk about governments—irrespective of their political colour—not spending sufficient money in the Albany area, they will think again and remember the days before war service land settlement and what existed then in that particular part of the State. I think the expenditure of that money has made a difference to that particular area.

I do not intend to worry the Committee any longer; but I would like to say, at the end of my third year as a member, how

much I have appreciated being here and being part of the Government which has done so much for the State in the last three years. It has been a pleasure and a privilege; and I look forward to being back next year so that I can continue to assist the present Government.

**MR. ROWBERRY** (Warren) [9.30 p.m.]: At the outset I do not find myself in agreement with the last statement of the previous speaker, but I would like to comment on some of the themes that were mentioned by the honourable member for Swan. He said he doubted very much whether it did much good to speak on the Estimates because sometimes Ministers were not present and the matters had to be followed up by correspondence.

I will cheer the honourable member by telling him that two or three years ago, I made a point, when speaking to the Estimates, of saying that a paper pulp industry was required in my district; that a site some seven or eight miles south-east of Pemberton was an ideal spot for that industry. It had everything. It had water, raw material, and a beautiful township. It had electricity and all the amenities that one could wish for; swimming, golf, a country club, schools, a hospital, pictures, and everything that is necessary for good living.

**Mr. W. A. Manning:** How did you get all those things?

**Mr. ROWBERRY:** We provided them ourselves by hard work. We did not ask the Government to give them to us. The swimming pool was created by the people of Pemberton; as also was the golf course, to a plan drawn up by the present member for Warren. I will not say that we provided the hospital, but we provided one of the first district medical funds in the State to finance that hospital and to finance a doctor to look after it.

I could go on singing the praises of this town for an hour. I wish to thank the honourable member for Narrogin for giving me the lead in asking who provided them. We need assistance from the Government in the matter of Hawker Siddeley and this paper pulp industry. We would then be on the road to recovery.

To cheer the honourable member for Swan, my second item is that six years ago I pleaded with the Minister for Works to provide a reticulated water scheme for the town of Northcliffe. I understand that this year a sum of £33,000 has been allocated for the provision of a scheme. The fly in the ointment is that the Minister, in a public reference to the honourable Mr. Willmott in another place, said that because of his—the honourable Mr. Willmott's—continuous representations over the years, it had been decided to do this.

I do think that some little praise could have been afforded to the member for the district, because it could lead to an investigation as to whether this was actually a fact; as to whether continuous representations were, in fact, made by the person concerned. It could lead probably to adverse knowledge, because all these things are written down in files, if they were made by correspondence; and if they were made by way of speeches, they would be recorded in *Hansard*. So it may be difficult to sustain the point that the person concerned in another place did, in fact, make repeated representations over the years.

However, that does not destroy my gratitude, nor the gratitude of the people in the district, for the provision of this necessary amenity. I hope it will not be long before the work is commenced and carried into fruition.

The honourable member for Stirling, in a paean of praise for the Government, said he had no complaint about education, and several other things. He said he had praise for the Education Department in providing schools and other facilities. But I want to remind him that during the last two years the people of Walpole have encountered considerable difficulty in getting their children to and from the high school at Denmark. Because of boarding difficulties, it is necessary for these children to return home every weekend, as their landladies and the people who board them during the week say they cannot take them for the weekends. It may have something to do with tourist accommodation. It may be that the houses and rooms are let to adults who go fishing in Denmark over the weekends. The fact is that the children have to return to Walpole every weekend. The school bus does not run the full distance, and it is necessary for them to return by railway bus and their parents have to go to Rocky Gully to pick them up.

I am happy to say that the Minister has had a favourable look at the situation and we are now hoping that the matter will be resolved. What interests me is the fact that this matter has been resolved only after repeated argument put to the Minister and his department. In one of the letters that I received from the Walpole Parents and Citizens' Association it mentioned that it was going to bring this matter to the notice of the honourable member for Stirling, in whose electorate Denmark is and in whose electorate lies most of the route over which the bus travels. How the honourable member can say that he is satisfied is beyond me, particularly if he has received the letters I have received over the past six months. Apparently he has conveniently overlooked this matter for the purpose of singing the praises of this Government, which he has been so proud to help and which he is hoping to help in the future.

Much mention has been made of drains, run-offs, erosion, and such like, during the debate this evening. I believe that the reason for quite a lot of the erosion, and probably most of it, is the faulty methods of clearing, especially for pasture and for land which is going to be devoted almost entirely to the breeding and feeding of stock.

Last year I made a journey along the coastal plain from Albany to Esperance, and there was not a shade tree to be seen for hundreds of miles. There was not one shade tree under which stock could shelter. The sheep were lying in the shadows of the fence posts, but the larger stock had no shelter whatever from the burning sun.

One would think that from a pecuniary interest, or from self-interest, farmers would provide shade trees for their stock. I know that the district has not many, if any, indigenous trees which could provide stock with shade, but it would be easy, with the co-operation of the Forests Department and the Department of Agriculture, to embark upon a system of tree planting so that stock could have proper shelter. I am sure this would pay dividends. In fact, I have a treatise in my office downstairs written by an efficient and practical farmer who has made a close study of the problem; namely, the problem of shade in regard to breeding and fertility in sheep. He has found that he has been able to increase his yield of lambs by 15 to 20 per cent. by providing proper shade for his rams during and before the breeding season; and the same applies to ewes.

I have talked to Mr. Bird, who is the manager for Art Linkletter at Esperance. I was there in company with the honourable member for Canning. Mr. Bird discussed the matter of bloom on beef animals. He said it was impossible to get the same bloom on the beef cattle that were coming off the Esperance Plains as that on cattle coming from districts further west where the shade was more pronounced and where there was more shade in evidence. I asked him whether it could be because the cattle were exposed to too much sun in the day. I said, "How would you be, out in the noon-day sun, with no water whatever, and no pub to go to?" Of course, the cattle do come down to the dam. He agreed that there could be a point in what I said; that shade trees were necessary.

I would say that shade trees are a necessity. I think that could be a point for the R.S.P.C.A. to investigate. It could ensure that farmers provide shade for their animals. It is callous cruelty to treat animals in that way, apart from the economic loss. When it is known by practical farmers that an increase in wool, in fertility, and in land can be brought about by the provision of proper shade at the proper time, one would think that farmers generally would wake up to this fact.

The honourable member for Stirling said we should import experts in the matter of flood control, run-off control, and in connection with the causes of erosion, and such like. It is not the number of people we import; it is not the number of experts we have in this State which will determine whether these things can be changed. It is the amount of attention which we pay to the words which drop from their mouths and the amount of action taken in putting their suggestions into effect. Therefore I hope that the points I am raising will not fall on deaf ears.

Generally speaking, we require a good deal of research into the matter of floods and run-offs. In this connection I asked the Minister for Works a series of questions earlier in the session dealing with bridges and culverts over main roads and streams. I will not go through them all. I received a complete answer from the department; that is, complete with the exception of one aspect. Last Friday at Busselton I had the pleasure of having morning tea with the engineer who had the task of answering these questions.

One answer did not satisfy me. I asked the Minister would he undertake to investigate the possibility of a long-range plan to provide for a free run-off in all rivers and creeks in the State, where necessary. The Minister, in his reply, said such a proposal would be economically impossible. I did not ask the Minister to put anything into effect, although I notice there is some new thinking in the matter of approaches to bridges and abutments made by earth instead of putting an extra span on each end of the bridge, so that it will allow a free run off and will not dam the water back. However, what I did ask the Minister was whether he would undertake to investigate the possibility; I did not ask him to put a plan into execution. I asked whether he or his department would make investigations into the possibility of a long-range plan to provide for a free run-off. It has been known for some time in engineering circles, and I think in other circles, too, that the reason for flooding is the damming of floodwaters and the fact that floodwaters do not have a free run-off owing to certain factors.

I should like to revert to my old friend, the sheep farmer, who provided shade for his stock. He has a farm on the Upper Blackwood and he read the questions I asked and the Minister's answers with considerable interest. He violently disagreed with most of the Minister's answers and he said he had prevented flooding on his farm, which is opposite the Blackwood River, by a series of operations during the summertime when the Blackwood River was very low. He used a wheelbarrow and a shovel and every year he did a little bit more work. He provided runs for the water and the



water did the rest in the wintertime by its scouring action. It made a new channel for the river; and since then he has never been bothered with floods, even last year when the floods were particularly bad elsewhere and the Blackwood River was very high. Prior to that time he had been flooded on several occasions.

So it is only a matter of investigating the position and trying to eradicate the bottlenecks in our creeks and rivers to ensure that the water gets a free run-off wherever possible. I know that the funds at our disposal are limited. There is nothing easier than to stand up in this Chamber and elaborate for the Minister's benefit all the things which one's district requires. But where we get the money from, and how we are going to spend it is another question altogether.

There are certain works in this State that should be granted priority: the question of flooding is one of them and erosion is another. If we do not do something about both of those problems we will lose many hundreds of acres of valuable land. If we do not induce our farmers to stop the total clearing of land for the alternative use of cropping and grazing, I am afraid we will never get on to the right track. It could be said, and it has been said by practical farmers that to leave at least 20 per cent. of the trees in a paddock to provide shade pays dividends not only with regard to the condition of the stock, and the increased fertility at the right time, but it also prevents evaporation and, because it does that, it keeps the feed succulent and green for a longer period. As a result, what one loses on the swings one gains on the roundabouts.

But, of course, in these days of the bulldozers the practice is to start a bulldozer at one end of a paddock and it shifts everything in front of it. All the trees are windrowed and a fire is put through the stacked-up trees either the following summer or the one after that. The fire reduces the ground to a crumbly state and, if a heavy shower of rain follows, erosion is started immediately because the grasses have not had a chance to commence growing. It could be said that grass is growing between the windrows; but what happens to the ground underneath the timber that has been burned? There is no grass there after a fire and a big downpour of rain will cause the first process of erosion to start.

I can remember when I came to this country in 1925 and I went to work for a farmer. He told me that this was a hard country. He said, "In the summer the sun dries the land up so much that the wind blows it away as dust; and what is left is washed away by the floods in the wintertime. That seemed to me to be quite true judging by the big ravines and gullies that I could see in every paddock over which I travelled. Therefore

I hope the Minister and his department will have another look at the series of questions I asked him and the answers he gave on the 20th August, 1964. It could be that the present Government will not have a chance to do this, but I can assure him that the government behind which I hope to sit next year will certainly have a look at it and deal with the problem in the best way possible.

To get back to farming, I think I have already mentioned in the Chamber that the butterfat section of the dairy farming industry is in a very poor way in certain portions of the State, especially in and around Manjimup. I think one way in which we could help the butterfat producers would be to provide research stations. The honourable member for Stirling, in quite a reasoned speech, asked the Minister to provide experts to instruct the farmers in the breeding of their animals, and also in the feeding of them. I would go further. The honourable member also said that he would like a research station to be established in the Plantagenet district. One of the crying needs, and one of the most urgent, is the establishment of a research station at Manjimup. There is land available there which would be suitable for carrying out dairy farming research work.

Now that we have an up-to-date agricultural building in Manjimup—and I congratulate the Government on its initiative in providing this building because it was sadly needed—I think the Government should go further and provide a research station as well. We cannot expect people to do good work unless good facilities and good buildings are provided for them, and the natural corollary to this agricultural building would be the establishment of a research station which would be capable of doing research work into every agricultural activity in the district.

One of the most urgent needs is for more intensive research into the reasons why our butterfat producers, in some instances, are not making the basic wage. I read recently a very reasoned article on the economic benefits likely to be gained from the growth of the population of Western Australia. It was written by Professor Bowen, the Professor of Economics at the University. The article is in this week's issue of *The Farmers' Weekly*, dated the 12th November, 1964, and I recommend all honourable members, particularly those who represent the farming community, to read it. He puts forward the view that an increase in the setting aside of land for primary production and agricultural pursuits would not mean greater progress in the State than if the money were expended on secondary industries.

The professor points out that secondary industry and primary industry are interdependent and it is not a question of

primary industry versus secondary industry, as appears to be the proposition posed in many cases. Surely the Minister for Industrial Development recognises this, because the other night, in this Chamber, he said that we required customers. Where would the customers of the people who are engaged in primary industry come from if they did not come from those who were employed in secondary industry?

I remember a saying when I first looked for a job in this country. I travelled some hundreds of miles in the train and I did not see anything but little white boxes on the side of the railway line. After some considerable time the train stopped at one of these little boxes and I got out. Then I was driven what appeared to me to be some hundreds of miles further out into the country until eventually we came to the farmhouse. It was quite a decent building and was no box; the only box was the loose box in which the hired help had to sleep, and which was situated near the stables—I was the hired help.

I remarked on the fact that there were so few buildings and so few people living in the agricultural areas and the farmer said, "The cockies don't make the towns." But the cockies are dependent on the towns, just the same as the towns are dependent on the cockies; and the saying that we ride on the sheep's back applies to the farmer just as much as it applies to anyone else. The learned professor said—

The rural population throughout a State may benefit both directly and indirectly from the existence of a large capital city which provides the rural population with many services such as markets and facilities which could not be available had the population been smaller.

So honourable members can see it is not a question of one versus the other; it is not a question of devoting more money to bringing more land into production if we have not the necessary population to absorb this production. After all, the prime reason for production is consumption. It is not much good producing if there is no-one to absorb or consume that production.

The learned professor also looked into farming in Western Australia, and compared it with farming in the Eastern States. He had this to say—

In fact, all economic activities are interdependent, and the farmer or manufacturer is merely the agent of society who organises certain inputs at a certain particular time and place in order to secure the conversion of natural resources into more suitable forms for final enjoyment by particular consumers.

Is farming in Western Australia in some way better than farming in the other States?

If we look at the latest publication of the Commonwealth Statistician dealing with the Australian national accounts we can see how much farming production on average is produced in each State per unit of input since gross farm product is comparable with cost.

Figures show that for Australia as a whole, an outlay of £100 in farming costs gives a return of £154, that is to say a surplus of £54 per £100 outlay to be distributed as farm income.

Victoria has much more than this average return, and Queensland slightly more. New South Wales has the average.

In South Australia the figure is £47 and in Tasmania £50.

Western Australia, however, lies well below the average with a surplus over cost of only £31.

These figures are not final or definitive, but they do not support the idea that the average outlay on farming in Western Australia is particularly productive, although the situation may be different at the margin of cultivation.

Obviously there are some extremely paying outlays to be made in farming in Western Australia, or the extensive margin could not have been pushed in the last 10 years as it has been.

That appears to be in line with what the honourable member for Stirling has said: that some farms appear to be paying propositions, while others are not. This is a matter which the expert, whom he suggested, should investigate. It is a matter which could be investigated, particularly in regard to the butterfat section of dairy farming, by a research station, such as that suggested to be established in the Manjimup area. The report went on to state—

It is also true that investment in farming could not by any stretch of imagination provide employment for the increased population envisaged for this State.

Farmers will have to agree that their best investment is in building up the secondary and tertiary industries of this State, if the population of this State is to increase to 929,000 by 1971.

There is certainly no more important topic that can be discussed than the question of traffic. A few weeks ago I asked the Minister for Police if he would consider making available a booklet containing the more important and the essential traffic regulations, so that these could be distributed among the public. He said these were available at the headquarters of the Police Department, and anyone interested

could obtain a copy. I suppose every applicant for a driver's license should be presented with a copy, because this appears to be very necessary. However, his statement did not go far enough, because not only do the people have to possess a knowledge of the regulations, but they have to obey them.

The cause of many accidents at the present time is not the excess of regulations or the lack of them, but the failure to observe them. Many people can think of better regulations than the existing one, and as soon as they are involved in accidents they contend the regulations are wrong, and that the other parties involved in the accidents should have done something different. Often they claim the regulations to be stupid, and that the other parties should have given way.

There are unavoidable accidents, and these are classified as true accidents. The way to avoid accidents is to know the regulations thoroughly and obey them, irrespective of what one might think of them. A person might consider a regulation to be deficient and inefficient, but unless he obeys the rule he will come into conflict with somebody else who endeavours to obey the rule. That is one way in which accidents occur.

In my opinion, this is caused by a lack of knowledge of the essential regulations, and the incapability—I use that word advisedly—of obeying the regulations. I say that, because I consider some people should not be issued with drivers' licenses. I believe they are fundamentally, characteristically, and psychologically incapable of getting along with their fellow creatures. I do not say there are many of this type in the community. I find from experience that most accidents are caused by irresponsible people. Some are caused by lack of attention, and these can be classified also as irresponsible, because people who are not able to give full attention to the task of driving a motorcar should not be permitted to drive in traffic, to the danger of others.

More tests should be made during the issue of a drivers' license. Not only should skill be tested, but also the approach, the attitude, and the mentality of the applicant. In my opinion, if the number of accidents and deaths on our roads is to be reduced, the greatest amount of attention should be paid to applicants during the issue of drivers' licenses, because that is the moment of truth for most people. The start of accidents can take place during the granting of drivers' licenses to people who use the motorcar as a lethal weapon when they travel at high speeds, with no sense of responsibility, no sense of courtesy, and no consideration for other people.

Most of us reckon that our attitude is right, while that of the others is wrong, and we seem to put the world right by preaching against others. In my young days I was taught that the only way to better the world was by controlling the people, and there was only one person over

whom one had control, and that was oneself. I was also told that he that hath control over himself is greater than he that taketh a city.

The question of accidents could be approached more efficiently at the time of issuing drivers' licenses. To illustrate the lack of knowledge of the regulations one has only to read some of the letters which appear in the opinion columns of the newspapers. Here is one written by a person from the Eastern States who had this to say—

I read with interest about the traffic blitz held by the traffic police, but it does not appear to have changed the situation at all.

Some of the incidents I have constantly observed are: Passing vehicles at a high speed on the left-hand side, both while they are moving and while they are stationary at intersections.

It is obvious this person does not know anything about the regulation concerned. When a road is marked into traffic lanes it is permissible for a vehicle to overtake on the left-hand side, provided it can do so with safety.

Mr. Fletcher: Provided there is not a crosswalk.

Mr. ROWBERRY I shall deal with that aspect later. The fact is, this person does not know the regulation which applies in Western Australia, but he should have known when a road is marked into traffic lanes a vehicle can overtake another on the left-hand side, or when the vehicle in front is making a right-hand turn.

Most of the drivers in this State received their drivers' licenses before some of the existing regulations came into force, and long before roads were marked into traffic lanes. For instance, when turning to the right into a street, it is necessary under the regulations to approach a right-hand turn from 100 feet away and make it within 20 ins. of the centre line. But how often do we see people making a right-hand turn from the left-hand lane?

There is another point which the writer of the letter I have referred to did not understand. He did not say whether the vehicle in front being overtaken was about to make a right-hand turn. If it was about to make a right-hand turn, then the vehicle following could overtake on the left. More often than not, the tragedy is that the driver of a vehicle doing the right thing becomes involved in an accident. The writer referred to moving off when two vehicles were stationary at an intersection. In that case the regulation prescribes that the vehicle on the left shall proceed first. If vehicles race each other to see which gets away first, then very often accidents occur. In point of fact, it is a breach of the regulations for vehicles to race each other when moving off at intersections, because the regulation states that the vehicle on the left has precedence.

So we can see how necessary it is for people to know the regulations. It is not necessary for us to have more or fewer regulations, but that more attention should be paid to the regulations in existence. The public must be educated on these regulations and taught what they must do in certain circumstances.

I was prompted to ask the Minister about the provisions of regulation 180 because of an article in a newspaper in which the thoughts of Inspector Leahy were reported, concerning the rule of failure to keep to the left. Portion of the article reads—

Inspector Leahy did not interpret Regulation 180 to refer to multiple-lane highways.

"Where the regulation says, in sub-regulation 2, that a driver must keep to the left-hand side of the road when passing a vehicle in the opposite direction, I take it to mean the correct side of the centre—not necessarily the left-hand edge," he said.

"Thus it does not affect normal, safe overtaking on, say, a four-lane highway when traffic is approaching in the opposite direction."

Several dangerous situations could arise involving people who read that article. The inspector has failed to appreciate the reason the regulation was made in the first place. A car cruising in the centre lane of the two-lane road allows no room for a car to overtake. There is room for him on the left, but this is not permitted. Therefore in order to overtake, a car must go right across to the other side of the road and be placed in a dangerous situation.

A person cruising along the centre makes it very dangerous also for a car wanting to make a right-hand turn. A right-hand turn must be made from a point within 20 inches of the centre lane. If a car in front is not intending to make a right-hand turn, but is using the centre lane, the person behind him who is desirous of making a right-hand turn is prevented from seeing the approaching traffic before he makes the turn.

I therefore say to Inspector Leahy that he should leave the interpretation of the law to the magistrates. The regulation is perfectly clear. A driver must remain on the left-hand side of the road as far as practicable at all times. It is imperative that the space in the centre of the road should be left clear for an overtaking vehicle in order that such vehicle does not get into a dangerous situation in an emergency. If this rule is adhered to, lives could be saved; yet this part of the road which should be left for emergency is being utilised by persons cruising along in it at probably 30 miles an hour holding up strings and strings of traffic. I do not want to be too hard on the inspector, but I think that these are matters that should

be brought up and hammered home, because this *laissez-faire* and anything-will-do attitude is dangerous and could result in the loss of valuable lives.

I have here also a very interesting cutting which, I think, appeared in the *Daily News* yesterday. It is a letter and contains a lot of truth. It reads as follows:—

#### THE MINORITY OF DRIVERS

A great deal of space is used by people giving statements and comments on road safety and dangerous driving. The position as I see it is this:

The public is led to believe that the men who run the country can't bring about legislation to curb a minority of dangerous drivers who are obviously below average intelligence, but the probable truth is that, though the authorities are prepared to do any amount of talking on the subject, for some obscure reason they really do not want to do anything about it.

Whether there is any truth in the allegation contained in that letter depends on us and whether we are prepared to do anything about it; whether we are prepared to be on the side of law and order or on the side of the offender.

When I was a traffic inspector I was particularly disgusted to find at times that the authority which employed me was concerned about what was going to happen to the person who had broken the traffic regulations instead of with preserving the safety of the other 99½ per cent. of the people in the community. It could have been said that the offences concerned were minor ones and should not be worried about. But what is a minor offence! Even a small offence involving a motorcar could lead to a major accident.

It is time we took a more realistic and serious view of the traffic laws and regulations and determined that the allegations and implications in the letter which I just read are not in fact true. This will depend upon our attitude.

**MR. DUNN** (Darling Range) [10.23 p.m.]: I desire to deal with certain items which affect in particular my own electorate, but which also concern quite a number of other electorates in the metropolitan area. One of the big problems with which we are confronted is that of satisfying the requirements of the town planning and regional development legislation. In particular I allude to the conditions created by the necessity for zoning. I refer particularly to the provision which stipulates a five-acre minimum.

I have been very interested in listening to the debates from time to time to hear the enthusiasm with which many honourable members representing country electorates urge the provision of normal services in their electorates. Whilst I agree that they are deserving, and if it is humanly possible all folk should have

the advantages of modern day living, I cannot help but bring to the notice of honourable members the fact that within 12 miles of this building are areas which are not serviced with either electricity or water. It is equally true to say that if the present conditions prevail and the present rulings are persisted with in regard to requests made for provision of these services, it will be doomsday before those concerned in close proximity to the city can expect to receive the privileges and advantages of the services enjoyed by many people living a good many miles from the centre of the city.

I would suggest that the Government has to accept the fact that the zoning of these areas has created the problems and, to a great extent, the Government has been responsible. No matter how hard we try, it is impossible to sustain an economic standard which will meet the requirements of the various departments in the provision of the services. This places a terrific burden on the shoulders not only of myself, but also of others representing electorates within close proximity to the metropolitan area.

In this regard I would like to read some of the letters I have received which indicate the problems to which I have been referring. I would first of all deal with the supply of electricity to an area in Sultana Road, Forrestfield, which is, I think, as the crow flies, no more than 11 miles from the Town Hall. The following is the reply addressed by the manager of the State Electricity Commission to a Mr. A. T. Wear of Lot 10, Sultana Road:—

Dear Sir,

Your petition requesting an extension of the mains to the above address and to Lots 8 and 9 Sultana Road, Forrestfield, is acknowledged.

Unfortunately, because of the distance from an existing transformer, the short low tension extension due to be erected to supply Lot 4 Apricot Road, does not assist your application for an extension.

To supply Lots 8, 9 and 10 Sultana Road would require the erection of a transformer, and an extension of half a mile of high tension mains and 10 chains of low tension mains. The cost of this work cannot be justified by the anticipated annual consumption of the three properties to be supplied, and I regret therefore that I am unable to give you any idea as to when supply will be available.

Let me repeat that the property is no more than 11 miles from the heart of the city. The argument that it could come in on a contributory scheme cannot be justified, because the people occupying these lots are on 5-acre minimums, which are a requisite of town planning, and cannot be subdivided into anything smaller. As an

economic unit of production for a livelihood they are just not on. So it seems inevitable, if we take literally what the General Manager of the State Electricity Commission says—"I regret therefore I am unable to give you any idea when supply will be available"—that there is a lot of justification for the Government having a good look at the problem of development of the rural areas that are established purely and simply as a result of the requirements of town planning.

I might add that early this session I asked what was the amount of land that had been zoned as rural with 5-acre subdivisions within 20 miles of the G.P.O., and the answer given was 460 square miles. In my own electorate there was an area of 46 square miles. So it would seem that with the growth of the State and the development of the metropolitan area, the problem of providing the people who are in these areas, or those who are likely to take them up, with normal services is a very real one, and I hope that the Government will tackle it. Just how it will do that I am not quite sure, because now that we have the water board we find that both instrumentalities which control the reticulation of the main services—electricity and water—are to all intents and purposes outside the control of the Minister.

This raises the problem that we have to decide everything on an economic basis. It is very difficult to get past the departmental attitude, but I hope the Government can find some way of developing a formula which can be applied in these circumstances, or some means of directing the departments so that not only the people who are likely to take up this land in 5-acre subdivision areas, but the many people who have been established for years in these areas which have overnight been declared 5-acre minimum areas—

Mr. Jamieson: Both of the departments you have mentioned are subject to ministerial control and government policy.

Mr. DUNN: I am glad to hear that, and I do not deny it. What I am trying to indicate is that it would be very nice if we could get to the stage when the correction of these anomalies could be evidenced by something tangible. These problems are real and they affect a good many people who live quite close to the town.

If we accept the situation that nothing can be done, then one can imagine that from now on the children will still have to do their homework at night with the aid of gas lamps, and their parents will still be paying up to 30s. for every 1,000 gallons of water they require; and they will have to await the convenience in many instances of a carrier, because the carriers try to get a whole string of people to service in one hit—a carrier has to set his truck up for the carting of water each

time—and this brings a great deal of hardship on those who require the water for just the simple purposes of washing and cooking. I cannot stress this point too much.

If we have another look at the loan estimate figures in regard to the S.E.C., we find the estimated surplus carried down in the summary of operations is £824,000. Against that is offset a loss of £254,000 attributable to the south-west power scheme and other country undertakings, leaving a net surplus of £570,000.

I would hope that the State Electricity Commission would be able to find some ways and means of overcoming these problems. They are not very great at the moment. Based on these figures, they could be quite easily handled. I am afraid, however, that unless we can get the Government to accept the fact that there are such things as 5-acre subdivisions and we cannot sustain an economic argument for them, then someone is going to have to make a decision to have these anomalies overcome; and I sincerely hope that will be done in the near future and that some satisfaction will be given to those people who are so hardly pressed.

While we have water and power reticulated throughout the length and breadth of the country—and I believe the gold-fields water scheme costs the country £2,500,000 a year—it seems a little tough that we can have many good citizens so close to the city still suffering the hardships of having no water and living under conditions that obtained when this country was first discovered and populated by white people.

In the matters of obtaining water supplies—and this seems anomalous too—we can get water much easier in the hills than on the flat country. In many instances people on the flat country have had to go down 160 to 180 feet to get water, whereas at the top of the hills it is not uncommon to find wells no deeper than 40 feet, to 60 feet. But because people find water, it does not necessarily mean the water is suitable for human consumption, because in many instances it is not.

We would be remiss indeed if we did not take some action to put this set of circumstances right. I would like to read to honourable members some letters I have received which are quite truthful and which are supported by petitions proving that what I am saying is not just a figment of my imagination. If we look at the matter of town planning we find that the whole scarp has been taken up for open space—a green belt. This has created a problem, because the water supply people say they have to go over so much country to get to the point where the water is required, and they contend that an economic argument cannot be

sustained. Here is a letter written to me by J. E. Bartlett of Waterfalls Road, Wattle Grove—

Dear Mr. Dunn,

Please find enclosed, a list of residents in this area who have been unable to have scheme water connected to their respective properties.

A partition was sent to the Minister for Water, Mr. Wild, to have the water connected, however, this was refused. As most of our properties are on the boundaries of the green-belt area, you will understand that this region cannot expand any further and hence, we are apparently expected to remain without scheme water.

I think you will appreciate that this is most unsatisfactory as we have to go to over 100 feet underground to get water in this locality and even then, only 2 of us have been successful in getting a satisfactory supply of water. I have spent a considerable sum of money over a 5 year period endeavouring to obtain water to no avail and several of us have to have water carted throughout the summer months at a cost of £2 15s. per 1,000 gals.

I have listened with great interest this session to many of the debates dealing with water rates and one wonders how the hills people can maintain their patience when they have to pay £2 15s. per 1,000 gallons. To continue—

On behalf of the residents as per attached list, I would be very much obliged if you would look into this matter and can assure you that any assistance which you can give in this respect, would be very greatly appreciated.

That is quite true; and this petition was signed by some 13 people.

Mr. Jamieson: You ought to move a vote of censure against the Minister for Water Supplies.

Mr. DUNN: Not at all.

Mr. Jamieson: He promised water to everybody at the election. He was going to flood the place at Forrestfield.

Mr. DUNN: The honourable member's imagination is running riot, and one can expect that from him. I suggest that a few more drinks of water would not do any harm.

Water has been reticulated throughout this area at considerable expense to the Government, as the honourable member well knows. But these areas have been created as a result of town planning, and an economic argument cannot be sustained for the provision of water for them.

Mr. Jamieson: All the more reason why there should be ministerial instruction that water be supplied. There is no justification for its not being supplied.

Mr. DUNN: It is very nice to hear the honourable member say that.

Mr. Graham: What are you going to do about it?

Mr. DUNN: I have another petition here dealing with the Forrestfield area, and it states—

We the undersigned do hereby petition the Minister for Water Supply for a water main along Berkshire Road, embracing Forrestfield and Maida Vale.

The Under-Secretary for Metropolitan Water Supply, as the department was then (Mr. Samuel) pointed out in a letter to me—

To provide mains to serve the 13 petitioners would also make available water to a further 8 existing houses. However, the length of extension required is 11,200 feet at an estimated capital cost of £10,425. The length of the required extension is much beyond that which could be approved and the cost is quite substantial, so much so in fact that funds will not be available this financial year.

He concludes by suggesting that the matter be revived in 12 months' time. The letter is dated the 14th November, 1963. I fail to see, however, how the economics can be proved today any more than they could at that time. So one would hope we will be able to find a solution to the problem by developing a policy to deal with these rural areas established under the town planning scheme.

I draw attention of the Chamber to these matters mainly as an example of the overall problem which will catch up with some government of the day, no matter what its political colour may be, and it will have to decide, at government level, what is going to happen to these areas where we cannot sustain an economic proposition.

I would now like to say a few words on the question of school transport, particularly with reference to the problem associated with the Mount Helena School bus which takes in the schools from Darlington-Greenmount areas. At the present moment there is one bus operating, and this must run a shuttle service. It requires all the children in the first group to catch the bus from 7.10 to 7.15 in the morning, arriving at school at 7.50. The same state of affairs exists on the journey after school. This poses quite a number of problems in regard not only to the matter of transporting the children, but in relation to their care during the hours they are at school without the control of teachers; because it is certain the teachers do not arrive at school at 7.50

in the morning; nor do they stay till 4.30 in the afternoon to see that the children are accounted for and looked after.

I have had many requests from parents concerning this problem. It seems to me that quite a lot of the benefit to be derived from providing a high school can be completely lost by the inadequacy of school transport. If it is to be a question of providing more money for extra buses, then the advantages must be considered in respect of the capital investment we have in the school itself.

We all know the cost of a high school, and it would be poor economics to deprive children of the advantages available to them by making them travel long hours to and from school, and by, in many instances, encouraging teenage groups of children to get into bad habits because of the time they spend out of control away from their parents and teachers.

So I hope the Education Department will do something in regard to the Mt. Helena School which, I should imagine, would be one of the few which calls upon the children to leave so early in the morning. It is quite dark in the winter in the morning at 7.15 a.m., and it is also quite dark when they get home in the evening.

The other matter to which I would draw the attention of the House in connection with education is the provision of adequate playing fields. I have heard this mentioned from both sides of the House. It is a very important part of the education of children, and the development recently of the sporting facilities and the amount of time the teachers are prepared to give, and do give, in helping the children in their sports is indicative of the necessity for every attention being given to the provision of adequate facilities.

Of course, it is very easy to put forward these suggestions. I appreciate that the purse is only so large, and the amount of money can only go so far. But if we look at the advantages to be derived from the development of the children's character by teaching them the necessity for sport and encouraging them in their sport, I feel we could get to the stage where even if we allot a small amount each year the cumulative effect in five or 10 years could be so considerable as to obviate the disadvantages that obtain at the moment.

Those are the only points I wish to discuss on the Estimates, and I trust that in a few years' time we will achieve something along the lines I have suggested.

MR. DAVIES (Victoria Park) [10.50 p.m.]: Not the least of the worries that has concerned me over the past 12 months is the shortage of housing. I do not know whether the area I have the honour to represent is particularly affected in this regard, but not a week goes past—indeed

hardly a day goes past—without my getting some query or a call for assistance in the matter of housing.

Of course, this is not only peculiar to Victoria Park—at least not from what I hear; it is peculiar to most country areas, particularly in relation to permanent employees. There are many such employees who require housing. There are many people who must live in the country to provide essential services; there are many people who need to be provided with some kind of housing to induce them to go to the country areas. There are people associated with local courts, with railways, with electricity supplies, with school teaching, all of whom require some provision to be made by the Government with regard to housing.

Their requests are not unjust. I did ask earlier this session what action was proposed in regard to the inquiry that had been instituted by the Government to deal with the question of housing for government employees, and I was told that we could expect some action from legislation that it was proposed to place before the House this year. From the reading of the reply that the Premier gave me on the 4th November I am unable to find an indication as to the Government's intention. There is no hint of what is to be contained in the Bill.

There are, of course, plenty of railway officers, railway employees, and others I mentioned earlier, who must have some kind of housing; some provision must be made for them. Not only are the services that employ them being jeopardised, but the very careers of the men themselves are being jeopardised because they cannot get adequate housing. They are forced to live apart from their families, and this does not make for good relations and, as a consequence, many good men are not prepared to go to the country to further their careers.

I think this is a great tragedy as far as the country is concerned, and also so far as many of the employees are concerned. Particularly do I want to say something about the position in regard to single employees. This is just as bad for one section as for the other; but I am going to deal this evening with some of the cases that have come before me in regard to single school teachers. I know from the Education Department's report that there has been an increase of over 4,000 primary and secondary students attending school for the year ending the 31st December, 1963; and there has been an increase of 281 full-time teachers as at the 31st December, 1963, as compared with the year ended 1962. There are now 5,093 teachers on the full-time staff of the Education Department.

In reply to a question I asked the Minister for Education recently I was told that there are approximately 1,100 single

school teachers outside the metropolitan area. This means that there are more than one-fifth of the total number of teachers employed in Western Australia who are single, and who are employed outside the metropolitan area. We can of course expect a further increase in this number.

I understand the training colleges are turning out greater numbers of student teachers each year and, as a consequence, it can be expected that the proportion of single teachers will increase as the years go on. There is already a very serious position in regard to accommodation for these teachers—not only the single teachers, but all kinds of teachers; but the single teachers in particular can be regarded as the forgotten legion.

Many of them have had to go to a great deal of trouble to get accommodation of any kind in some of the towns to which they have been sent. Many of them are living in appalling conditions; and many of them find it is almost impossible to continue their studies. I know of cases where the only place available to them for study is the schoolroom at night-time; and for this, of course, they must seek the permission of the headmaster. Apart from this, a cold schoolroom is certainly no place to encourage study of any kind.

I believe one of the worst positions is at Payne's Find where the school teacher lives in what can only be called a humpy attached to the school. He has to use the school lavatory facilities, and has a bush shower for his ablution. He lives in possibly worse conditions than do some of the aborigines for whom we are striving for better conditions. This is one case that has been brought to my notice.

Mr. Burt: Some action is being taken there.

Mr. DAVIES: I am delighted to hear the honourable member for Murchison say that some action is being taken in regard to Payne's Find, because that is a classic example of the worst type of accommodation provided for single teachers. The only thing that can be said about it is that some accommodation is provided. In most of the other cases no thought is given to single-teacher accommodation except, I believe, at Derby where some provision is made.

But let us have a look at the position at Mullewa, in the Premier's own electorate. I heard that a single teacher found it impossible to get accommodation of any kind in this town, other than at the hotel for which he was required to pay something like £10 a week. I do not think there was any reduction in tariff as there usually is after a permanent boarder has been in a country hotel for any length of time. There was no concession at all. This might not have been so bad had he been able to



get the £2 a week accommodation allowance provided by the Education Department to cover the needs of students, such as himself just out of the training college who had got an allowance of £2 a week, provided the salary range was not over £1,100.

But what happened? Before he took up his appointment at Mullewa, through automatic adjustments and reclassification, the salary had gone up to £1,104, which meant he was £4 per annum over the maximum to allow him to get the £2 per week accommodation allowance which the Government had been providing. This meant, of course, that he was seriously out of pocket, and despite representations by the Teachers' Union to the Minister for Education, the Minister refused to make any allowance whatsoever. Therefore, through some small adjustment which placed him over the maximum amount, this teacher was outside the limit; and no doubt there are a great many other teachers in exactly the same position as he was.

I think it would have been reasonable and decent for the Government to say, in circumstances such as these with students receiving only £4 per annum over the maximum, "We will increase your maximum pay, but we will still allow the living-away-from-home concession to apply to new teachers fresh out of training college." However, the present attitude is the one we have come to expect from this Government; and it is just another thing that is going to seriously affect it when the elections come around next year. It is not possible to keep niggling at the working man all the time; and that is what this Government is doing. It will not be forgotten. While this continues regardless, the day of reckoning will come.

To return to the position I was quoting, this student was unable to continue living at the hotel. Finally he and other employees—government and private—who were in a similar position, they found an empty house and set up bachelor quarters. This went along reasonably well for some months. It was certainly not an easy life because the men were inexperienced at cooking meals and keeping house. Like most young men they had little domestic training. This position continued until early last month when the Postmaster-General's Department came along, as it was concerned about providing accommodation for single employees.

The result was that the P.M.G. Department took over the house which these single fellows occupied. That department took a three-year lease with an option of continuing the lease after the three years and paid, I believe, £6 per week rent for the place. This means that that department is going to provide quarters for its single employees by paying £6 a week rent on a house for three years. But the matter did not end there; the P.M.G. Department had to furnish it, buy

linen, crockery, cooking utensils, and all the other things that go to make a barracks. After equipping this house the P.M.G. employees will shortly be provided with adequate single accommodation for only 7s. 6d. per week. This means that at 7s. 6d. per week from the six men, the total return to the P.M.G. Department will be 45s. per week; therefore the department will show a minimum loss, irrespective of the cost of equipping the place, of £3 15s. per week. That is what the Federal Government is prepared to do to provide suitable accommodation for its employees.

I have ascertained that the P.M.G. Department is doing this in other places too. The department has an officer visiting many country towns to see what can be done to provide accommodation. What a contrast to the interest and attitude taken by this Government! As a consequence of the action taken by the P.M.G. Department, the school teacher who had been instrumental initially in setting up the bachelor quarters received notice from that department that he was to vacate the house within seven days. He was right back where he started; and the Education Department did not care one iota.

I spoke to the P.M.G. Department and to the teachers' union, and, as a result of my representations, the P.M.G. Department agreed to let the teacher remain in occupation until the end of the school year which, of course, is now only some six weeks off. He is allowed to stay in this house providing he pays £1 per week which, of course, is not unreasonable, although he has to keep himself on top of that. There was some suggestion he may be required to sleep on the verandah. At least, after representations were made, the P.M.G. Department did try to accommodate this teacher because of the serious position he was in. Of course, if he goes back to that town next year—and there is every likelihood he will be required to put in a second year at Mullewa—he will have to set about finding new accommodation.

I believe that some of the female teachers from the school were lucky enough to obtain some kind of private board, but have found that no board will be available for them should they return to Mullewa next year. I wanted to make a contrast with what this Government is doing and what the P.M.G. Department is prepared to do, in order to get employees to go into country towns. Indeed, this Government has declined to discuss the matter at any great length with the Teachers' Union; and it has declined to make the results of the investigations of the housing of government employees available to this Chamber or any other body.

I think it is a scandal that action has not been taken before now to encourage some of our single employees to go to the country. I hope the Government will provide single quarters in some of the larger country towns and will have a look at the question of the maximum annual salary

that affects the housing allowance that is paid to teachers just out of training college. Theirs is not a great salary by any means, considering the years of study they have put in, and will have to put in, because most of them try to better themselves. I think a little money spent on single quarters will show its return in due course.

There is just one other word I want to say on housing before I leave that subject. Although I have been following this matter up for at least three years, as yet there is no indication of when the Government will introduce strata legislation. Strata legislation, as I understand it, means a clear title can be given to properties which adjoin. That is, if one wishes to build a duplex home, which is joined by a common wall, one could get a clear title to each of those home units if we had strata legislation.

This, of course, affects the construction and sale of home units. As I understand it, it is now necessary to form a company to run one of these blocks of home units; and although strata legislation apparently operates quite effectively in other States, we just do not seem to be able to overcome the problem in regard to Western Australia.

Mr. Graham: The problem is not if they are side by side, but if one is on top of the other.

Mr. DAVIES: According to what I have been told, this affects both. Apparently they use the common term whether the flats are side by side or on top of one another. As honourable members know, the State Housing Commission has many duplex houses; and I know of one man who has been trying ever since he went into his duplex home to purchase it from the State Housing Commission. He has been told repeatedly that he cannot do this because there is no strata legislation in Western Australia.

Mr. Graham: I think that would be bound up in the minimum frontage or minimum area for a residential site.

Mr. DAVIES: I am only stating to the Committee the story that was told to this man by the State Housing Commission and which I have not the slightest reason to doubt. The area of the block on which one section of the duplex house stands is a full average building block as compared with the blocks on which other houses, which are not of a duplex type, are erected in the same street.

It seems strange to me that although there is a great boom in the construction of home units, although the estate agents are wanting strata legislation, and although the State Housing Commission has tenants who want to buy their duplex houses, the Government has, as yet, been unable to introduce strata legislation into this State.

Mr. Graham: I am with you now; change the Government.

Mr. DAVIES: There is one other point I wish to make on housing, as I am rather concerned with the maintenance provisions for State Housing Commission homes. First of all I would say that no doubt all honourable members like myself are most appreciative of the services rendered to us by the Government Liaison Officer (Mr. Lewis) at the State Housing Commission. He is indeed courteous at all times, although many queries are often put to him in the one day. In most cases he is able effectively to give us the answers to our queries without our having to write to him; and at all times gives us a service which I, for one, very much appreciate.

However, let me say that I am concerned with the maintenance of State Housing Commission homes. In some areas of Victoria Park I have seen houses that have been painted, and within 12 months the paint is peeling off the windowsills, peeling off the fences, peeling off the walls inside; plugs are dropping out of the walls; walls are giving way—that is, they are coming back from the skirting board—and in many cases I am alarmed to think that money has been spent on properties with so little result, or with a result that is not lasting.

I have one particularly bad case which has been before the State Housing Commission recently. I must say in fairness to the State Housing Commission that the previous occupiers were not perhaps the best of tenants. When they moved the house was found to be in an appalling condition; and although it was to be painted from top to bottom, I found that the bathroom has not been touched, and there were white ants in the house apparently not picked up by the inspectors. The painting job that was done is quite appalling and some of the dirt that was on the walls is coming through the paint. That was the position before the new tenants occupied the house. They are particularly clean people who are anxious to establish a reasonable home for themselves, but, because of shoddy maintenance, they are in a most difficult position. They have quite a large amount of new furniture which they have purchased, but until they can be sure the house is free of white ants and suitable maintenance has been carried out, they are not inclined to put the furniture into the house.

I am concerned not only with that place, but with the fact that I see paint peeling off windowsills, fences, door frames, and so on in many other places after a relatively short time. Apparently nothing can be done about this until the regular maintenance period comes around. I do not know the answer. I believe more rigid supervision is necessary. Perhaps more control is necessary over the paint that is used on the job. Perhaps there should be a second look taken at some of the contractors. Perhaps the State Housing Commission should do the job itself and see that it is properly done.

I have seen a number of painters go through a street on a Saturday afternoon, one after the other, and paint two or three homes; and after a matter of 18 months the paint has come almost completely off. So the matter needs attention. I am not laying the blame on any one person. I have made the suggestion that more rigid specifications should be laid down. The commission should look more adequately into the capacity and ability of persons to whom it gives contracts. It should ensure that it has qualified people; and it should increase its inspections of the work done.

I have had two cases in regard to maintenance. I asked for a job to be done and I was told that it had been done. But I had seen the room concerned and it did not have one drop of paint on it. When I told the State Housing Commission this I was told, "No, a mistake has been made; we now find that the place has not been done." This made me wonder. Not long after that I made a request for another room to be painted in a house in the same street. I was told that this job had also been done. When I told the commission it had not been done, it got out its records, and I was told, "No; about last Christmas an order was to be issued for this to be done, but because of the Christmas rush the order was apparently overlooked."

It seems to me that some investigation is required into the maintenance section of the State Housing Commission. Housing is a valued asset of the Government and it must be protected. Because this is a reputedly free-enterprise Government, and the State Housing Commission is under its control, that does not mean that this Government asset should be allowed to collapse completely. It should be properly maintained and effectively controlled. However, my experience over the last 18 months or so has led me to believe there should be a tightening up in the maintenance section.

Mr. Norton: You are pretty right there, too.

Mr. DAVIES: Thank you. I come now to an anomaly in regard to section 561 of the Local Government Act. No honourable member wants me to tell him what is contained in section 561 of the Act.

Mr. Craig: Go on; tell us.

Mr. DAVIES: But in case some honourable members were absent when the honourable member for Bayswater was debating the question of the amendment in connection with the Local Government Bill last week, it relates to the deferment of the payment of rates by people who are on a pension. Let me say, firstly, that I endeavoured to find out which Acts covered this deferment of rates, and I must say the position is somewhat confusing. The Pensioners (Rates Exemption) Act originally covered this provision, but

it was apparently partly repealed in 1960 when the new Local Government Act came into being. However, although it was partly repealed, it has not been totally repealed. One of the clerks of the House assisted me with this matter and he too was in doubt. When one of the clerks is in doubt relating to the reading of a Statute, then I say it is reasonable to assume there is some confusion over it.

What concerns me is the amendment which was introduced to section 561 of the Local Government Act in 1962. Prior to that a pensioner who occupied a home could have his rates deferred until the time of his death, when they were the first charge against the estate. However, in 1962 the present Liberal-Country Party Government sponsored an amendment to the Local Government Act which provided that a person is not entitled to exemption if (a) the land is occupied by the person and another person who is not entitled to claim such exemption and who is not a dependant of the first-mentioned person, or (b) the land is normally owned by another person who is not entitled to so claim and who is not such a dependant.

This appears to operate unfairly in one circumstance that was brought to my notice. From a reading of section 561 it would appear that if there are two pensioners occupying a place, their total income would not prevent them from having their rates deferred; and a similar position would exist if there were only a single pensioner—a widow or widower—living in a house.

Let us take the position of a widow who takes in a boarder. In the case that was brought to my notice, the woman concerned has no family of her own. She is entirely dependent on the aged pension, and because of doctor's orders that she should have someone in the house she took in a boarder—a civil servant—who has a room and is provided with breakfast. For this she gets £5 per week; but because this civil servant, who pays her £5 a week, is not a pensioner and is not entitled to rates exemption, this woman is not entitled to have payment of her rates deferred.

Now this is totally unfair, because the total income coming into this home is not as much as it would be if this woman's husband were alive and both of them were receiving a pension. That is an anomaly indeed. This woman does not know what to do. She has to have someone in the house, on doctor's orders, and yet she will be in a position where she will find payment of rates almost impossible if she keeps the person as a boarder.

I have represented this matter to the Minister for Local Government and suggested an amendment should be brought down to the Act to provide that a pensioner can have rates deferred if the total income does not exceed the total income

of two aged pensioners. I do not think this is unfair. There must be many other persons who are in exactly the same position as this widow. Because of the requirements of the Act the local authority has no alternative but to apply the requirements of the Act and charge the woman rates.

I will say that the local authority concerned is most sympathetic. The town clerk was very concerned about the matter. As a result of a council decision, he had sent out to all persons who were having their rates deferred a questionnaire asking that it be completed and returned. The questionnaire asks: "Is there any person other than a pensioner living in your house?" I suppose there are people who would not truthfully answer such a questionnaire and who would continue to have payment of their rates deferred; but fortunately most people in the community are honest, and they would truthfully answer the questionnaire and find they were in a most invidious position.

What would be the position if this woman took in a boarder who was a pensioner? Would this preclude her from having her rates deferred? I do not know whether it would, because the property would not be in the second pensioner's name. However, I think we must try to make provision for cases such as this. I am sure it was not the Government's intention, when it brought down the amendment in 1962, that a person such as this should be affected.

There are a couple of points I would like to make in regard to traffic. I would like, firstly, to ask if any progress has been made in making crosswalks more obvious not only at night time but also in the daytime. Some time ago I brought to the attention of the House the position of the crosswalk outside the Rivervale hotel. No action has been taken to further indicate that this crosswalk exists. The position is just as bad, if not worse, than ever it was.

Tradespeople in the area tell me that they are constantly unnerved by the scream of brakes, as traffic comes from both directions but principally from the Rivervale crossing. Having got over the crossing safely, drivers put their foot on the accelerator and they speed up, and before they know where they are they are on the crosswalk. If there is a pedestrian on the crosswalk, there are likely to be dire consequences. Many people are frightened to use the crosswalk because they think there is a greater danger there than if they cross the open road.

As a result of this view, a man was killed some months ago. His contention proved incorrect. He would not use the

crosswalk because he said it constituted a great danger, and gave him a false sense of security. I regret to say that he crossed the road some 50 yards away and met his death. That illustrates the fact that there is concern over the fact that there should be greater indication that crosswalks exist.

Earlier this year the Minister for Police told me that experiments were being carried out in regard to lighting. Whilst it is essential that roads be clearly lit, I understand that the experiments were only in regard to lighting at night-time. I think some warning device is necessary in the way of flashing lights or in the suspension of overhead lights, or some such measure, to let motorists know that a crosswalk is near at hand. We do have a zigzag painted on the road leading up to a crosswalk, but unfortunately they are not terribly distinct, particularly in the wet season, and they wear after a while. We cannot expect the Main Roads Department to be renewing the paint every week. We have to look further than this; for something more than this; for something that will clearly indicate to a motorist that he is approaching a crosswalk and is required to take more care. I understand that provision is being made for a new rotary and approaches to the Rivervale crossing. The approaches are to be widened. I hope we will be able to incorporate some safety measure in regard to this crosswalk.

It has been named "Skittle Alley" by the Press; and indeed that is how it is looked upon. I know the Main Roads Department originally declined to take any action to put a crosswalk at the spot where I requested it to do so; but, now that the crosswalk has been established, we should do everything possible to make it clearly discernible to all concerned. I think there is some need for lights, and if the Minister could indicate whether the lighting is to be for day and night, or only night. I would appreciate it.

Mr. Craig: It is night only.

Mr. DAVIES: I hope that some kind of distinctive lighting will be evolved, because this is not the only crosswalk in the metropolitan area. I am certain other members in this Chamber have problems in regard to crosswalks; and, although the zigzag warning signs were effective for a while, the motorist has now become used to them and we will have to use our brains to provide some extra signs to warn him that he is approaching a crosswalk.

One small matter that is of great concern to the trade union movement is the fact that some of the requirements under the amendments made to the Industrial Arbitration Act last year, apparently, are

not legal. On Thursday, the 5th November, I asked the Minister for Labour the following question:—

- (1) Has the Government received from any of its officers, or any source whatsoever, suggestions for amending the Industrial Arbitration Act to overcome doubts which have arisen regarding the legality of some procedures required by the Act?
- (2) If so, what action is proposed?
- (3) If not, will he ascertain from the certifying solicitor whether any amendments to the Act are considered necessary by that officer?

The Minister replied—

- (1) Yes; the question of a small amendment to section 23 was raised by the certifying solicitor.
- (2) It is not proposed to amend the Industrial Arbitration Act during this session of Parliament.
- (3) Answered by (1) and (2).

I think this is a deplorable state of affairs. A necessary amendment has been suggested to the Government by the certifying solicitor; and although, on the Minister's own statement, it is only a small amendment, the Government does not propose to take any action during the current session of Parliament to correct this fault. It applies to one section only and, as a consequence of the amendment not being introduced, and the correction not being made by the Government, some of the rules of the trade unions which have been registered since the new amendments came into force could be considered to be illegal if challenged.

It means that for another 12 months at least the unions will continue to exist under this doubt. Yet on the Minister's own statement only a small amendment would be required. If it is such a small amendment I think we in this Chamber should demand that the necessary legislation be introduced during the current session. It is not too late; and, surely, if there is any legal doubt it should be cleared up.

I know there are other matters concerned with the application of the new industrial commission which require comment, but this aspect needs urgent attention. It is not a matter of the Government bringing in legislation and being charged with the fact that the legislation which we criticised so freely last year has not been effective. It is a matter of the Government acting in a statesmanlike manner, if it can do that, and admitting that a point has been overlooked, one which could have serious repercussions on any trade union which has had its rules amended or altered since the legislation came into force on the 1st February this year.

It is up to the Government to do the decent and proper thing if it believes in the words it mouthed last session about

how effective it would be and how necessary the change to an industrial commission was. If it believes in those words it should bring in the necessary amendment to protect the people that the Government said the new proposals would protect. That is not the position at present.

I think it is a scandal and an indictment on the Government if it is prepared to let the whole matter rest for another 12 months. If it does that goodness only knows what the repercussions will be. Yet the Government is prepared to sit back and take no action at all. We get all sorts of other measures pushed through this Chamber. We are told that those measures are necessary and they must be passed by such and such a date; that we must keep abreast of the rest of Australia; and on some occasions legislation is introduced with little consideration being given to it because it is thought that it is the proper thing to do.

The Minister has already said that in this instance only a small amendment is required. Yet, even though so much can depend upon it, the Government is not prepared to introduce it. Having brought this matter forward, if the Government does not bring down amending legislation to correct the anomaly it must take the blame for everything that happens in regard to the registration of unions. It would be the statesmanlike thing to do to introduce the legislation and surely it is not too much to expect of any government if, as the Minister said, only a small amendment is required.

There are other parts of the Industrial Arbitration Act which I have been told are in doubt but I promise not even to mention them if the Government will introduce amending legislation dealing with the registration of union rules. I plead with the Government to do something about it during this session of Parliament. I can see the Minister is off to sleep again. I am sorry; he is now awake and I apologise. He had to be woken up once before. I plead with him, and with the Government, to do something about introducing the legislation before anything happens to upset the apple cart.

There are many other items which could be discussed, and no doubt other speakers are wanting to bring various matters to the attention of the Government. However, before I conclude I would like to say that I think we have gone back a little during this session by reintroducing the term, "honourable." I think it is a farce, old-fashioned, archaic, unnecessary, and indeed a reflection—

Mr. Ross Hutchinson: On the honourable member.

Mr. DAVIES: —on modern living. I think the matter was raised by the member for Wembley Beaches, and the Speaker agreed that it would add to the decorum of the House. I think it does nothing to

add to the decorum of the House. If we want decorum in the House the answer lies with each and every member.

We do not become more dignified by using the term "honourable." In fact, I think it is merely a mouthful and a waste of time. I hope, at least in regard to the Legislative Assembly—because we have no control over the other place—members will desist from using the term. I do not intend to use it again unless I am called to order by the Speaker. I think it is a different matter when we are addressing members of Cabinet. Common usage, over a considerable period of time, has conferred the title "honourable" on members of Cabinet and, in my view, they are entitled to it. However, for the ordinary backbencher—the ordinary member of the House—to be termed "honourable"—

Mr. Rowberry: Are we not all honourable men?

Mr. DAVIES: —is to my way of thinking archaic, and something that should be dropped as quickly as possible. I have heard it said that the Standing Orders require some revision and, from my little knowledge of them, I think they do. However, in regard to this matter I do not think the Standing Orders need to be revised; it is something to which we can all apply ourselves and I am sure I will be able to get some other members to join with me and desist from using the term "honourable."

We do not need to be called "honourable members" to maintain decorum and dignity in this Chamber. That rests with each individual member. I suppose we all get a little short-tempered at times and the decorum may not be the best. However, I still think the use of the term "honourable" does nothing to improve it.

#### *Progress*

Progress reported and leave given to sit again, on motion by Mr. Williams.

### STATE FORESTS

#### *Revocation of Dedication: Council's Message*

Message from the Council received and read notifying that it had concurred in the Assembly's resolution.

### BILLS (2): RETURNED

1. Coal Mine Workers (Pensions) Act Amendment Bill.

Bill returned from the Council with amendments.

2. Agricultural Products Act Amendment Bill (No. 2).

Bill returned from the Council without amendment.

### ADOPTION OF CHILDREN ACT AMENDMENT BILL

#### *Receipt and First Reading*

Bill received from the Council; and, on motion by Mr. Craig (Minister for Police), read a first time.

### ADJOURNMENT OF THE HOUSE: SPECIAL

MR. NALDER (Katanning—Deputy Premier) [11.44 p.m.]: I move—

That the House at its rising adjourn until 2.15 p.m. tomorrow (Wednesday).

Question put and passed.

House adjourned at 11.45 p.m.

## Legislative Council

Wednesday, the 18th November, 1964

### CONTENTS

	Page
<b>BILLS—</b>	
Abattoirs Act Amendment Bill—	
Receipt; 1r.; 2r. ....	2717
Debt Collectors Licensing Bill—	
Further Report ....	2718
2r. ....	2718
Door to Door (Sales) Bill—2r. ....	2705
Electoral Act Amendment Bill (No. 3)—	
Further Report ....	2718
3r. ....	2718
Fisheries Act Amendment Bill—2r. ....	2699
Interstate Maintenance Recovery Act	
Amendment Bill—2r. ....	2703
Justices Act Amendment Bill (No. 2)—2r. ....	2703
Married Persons (Summary Relief) Act	
Amendment Bill—2r. ....	2700
Traffic Act Amendment Bill—2r. ....	2703
Weights and Measures Act Amendment	
Bill—	
Receipt; 1r. ....	2703
<b>LEAVE OF ABSENCE</b> ....	2698

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 2.30 p.m., and read prayers.

### LEAVE OF ABSENCE

On motion by The Hon. J. Murray, leave of absence for six consecutive sittings granted to The Hon. C. R. Abbey on the ground of ill-health.