

# Legislative Council

Thursday, the 20th August, 1964

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

## QUESTION WITHOUT NOTICE

### MR. JUSTICE VIRTUE

*Criticism by Member for Balcatta*

THE HON. G. C. MacKINNON: Have I your permission, Mr. President, to ask a question, without notice, of the Minister for Justice?

The PRESIDENT (The Hon. L. C. Diver): Yes.

The HON. G. C. MacKINNON: Did the Minister see in this morning's *The West Australian* a report of a statement and accusations allegedly made by The Hon. H. E. Graham? Would the Minister be prepared to make any comment now on this statement and those accusations?

The Hon. A. F. GRIFFITH: The honourable member was kind enough to give me notice of this question. Yes; I did see the Press statement and the accusations that were reported to have been made. I regard this matter very seriously indeed. I have referred the matter to the Chief Justice. He is also very concerned about the matter and he informed me that in his opinion the constitutional method of dealing with this sort of thing should have been carried out.

I think it is to be deplored that a private member of Parliament should attack a member of the judiciary in such an intemperate manner, in such intemperate terms, and under the cloak of Parliament, when the proper and constitutional method is within reach of the honourable member.

The Government has received no complaints concerning the matters mentioned in today's Press. I should also like to say that I deplore the interjection which was reported in the Press as having been made by the member for Beeloo in another place. I regard his interjection as an un-called-for attack on a member of the judiciary. To say the least, it is an irresponsible statement.

Trials for sex offences constitute a very minor portion of a judge's work, and even in those trials there cannot be any informed criticism unless the person is aware, and has a knowledge of all the circumstances. The member for Beeloo in another place appears to have an obvious lack of knowledge of the circumstances—

The Hon. F. R. H. Lavery: Are you referring to the Press statement or to something that occurred in another place?

The Hon. A. F. GRIFFITH: —but he was prepared to say of the judge that his overall record was terrible.

### Point of Order

The Hon. F. R. H. LAVERY: On a point of order, Mr. President, is the Minister quoting from the Press statement or is he speaking of something that occurred in another place? I have been called to order whenever I have referred to something that has occurred in another place.

The PRESIDENT (The Hon. L. C. Diver): I understood the Minister to say that he was quoting from a Press statement.

The Hon. F. R. H. LAVERY: Thank you very much.

*Reply to Question Resumed*

The Hon. A. F. GRIFFITH: The question addressed to me was, "Did the Minister see, in this morning's *The West Australian*, a report of a statement and accusations allegedly made by The Hon. H. E. Graham?"

I wish to conclude by saying that in my opinion it is neither ethical nor constitutional practice for a private member of Parliament to attack the character of a judge. There are constitutional means by which this can be done, and the action that has been taken is to be deplored.

### QUESTIONS ON NOTICE

1. *This question was postponed.*

### ADVERTISING OF CURES FOR COLDS AND OTHER COMPLAINTS

#### *Control*

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

- (1) Does the Public Health Department have good and ample power to deal with people who advertise substances that purport to cure colds and other complaints when in fact they do not?
- (2) If not, is such legislation desirable?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Not applicable.

### HOUSING NORTH OF 26TH PARALLEL

#### *Number of Homes, Situation, and Expenditure*

3. The Hon. D. P. DELLAR asked the Minister for Housing:

- (1) For the financial years ended the 30th June, 1960, 1961, 1962, 1963, and 1964—
  - (a) how many State houses were built north of the 26th parallel;
  - (b) in which towns were they built; and
  - (c) what expenditure was incurred in these towns on State Housing homes?

#### *Rents Charged*

- (2) (a) Is the economic rent being charged for each of these houses?
- (b) If not, what rents are being charged.

The Hon. A. F. GRIFFITH replied:

#### (1) (a) Houses built for—

Year	State Housing	Other Government Depts.	Total
1959/60	64	11	75
1960/61	38	31	69
1961/62	47	48	95
1962/63	53	44	97
1963/64	61	103	169

#### (b) Towns where houses were built—

Broome.  
Camballin.  
Derby.  
Wyndham.  
Kununurra.  
Halls Creek.  
Ord River Homestead.  
Kimberley Research Station.  
Christmas Creek.  
Carnarvon.  
Onslow.  
Roebourne.  
Port Hedland.  
Marble Bar.  
Wallal.  
Wittenoom.

#### (c) State Housing Commission expenditure over the five years was:—

	£
Broome	64,000
Camballin	14,000
Derby	304,000
Wyndham	165,500
Halls Creek	11,500
Carnarvon	195,000
Onslow	16,500
Roebourne	8,000
Port Hedland	227,500
Marble Bar	11,500
Wittenoom	89,500

**£1,107,000**

#### (2) (a) No.

(b) The rent charged by the State Housing Commission is based on the estimated cost of the house notionally erected at Geraldton and which subsidises the rent by £1 to £1 3s. per week, depending on the town in which the house is built. A further rebate concession can be claimed by a tenant where the family income, after deducting the first £5 of the weekly income of each member of the family in receipt of an income, is insufficient to pay the foregoing subsidised rent. This rebate is assessed in accordance with the Commonwealth-State Housing Agreement. Rent charged by Government departments for essential employees is fixed by the Public Service Commissioner.

# **LONG SERVICE LEAVE**

## *Legislation Providing for 15 Years of Service*

4. The Hon. W. F. WILLESEE (for The Hon. R. Thompson) asked the Minister for Mines:

- (1) Is the Government aware of the Federal Arbitration Commission's decision to grant 13 weeks' long service leave after 15 years of service to persons under Federal awards?
- (2) Does the State Government intend, by amending legislation or other means, to bring the State into line with this decision during the present session of Parliament?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Consideration cannot be given to this by the Government until such time as a decision has been made by the Industrial Commission on pending applications.

# **DALWALLINU HOSPITAL**

## *Expenditure on Works and Improvements*

5. The Hon. A. R. JONES asked the Minister for Local Government:

In view of the absence of details received in the reply to my question asked on the 18th August, 1963, and having an appreciation of the reason, will the Minister inform the House what percentages of the total amount of £18,077 to be spent for additions and renovations to the Dalwallinu Hospital are estimated by the Health Department or the P.W.D. for—

- (a) the new laundry;
- (b) repairs to kitchen block;
- (c) repairs to the maternity block; and
- (d) repairs to the old general ward?

The Hon. L. A. LOGAN replied:

- (a) 47 per cent.
- (b) 6 per cent.
- (c) 14 per cent. (includes remodelling).
- (d) 33 per cent. (includes remodelling).

# **UNDERWATER DIVING EQUIPMENT**

## *Legislation for Safety Standard*

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

- (1) Does the Public Health Department have power under the Health Act to require a safety standard for apparatus such as underwater diving equipment?

- (2) If so, under what section of the Health Act?
- (3) If not, is such legislation desirable?

The Hon. A. F. GRIFFITH replied:

- (1) No.
- (2) Not applicable.
- (3) Yes, and is being introduced this session.

# **KWINANA FREEWAY BRIDGE**

## *Siting*

7. The Hon. W. F. WILLESEE (for The Hon. R. Thompson) asked the Minister for Mines:

- (1) Has a final decision been made by the Public Works Department as to where the proposed new bridge linking the Kwinana Freeway over the Canning River will be positioned?

## *Resumptions*

- (2) If the answer to No. (1) is "Yes"—
  - (a) At what points will it cross?
  - (b) How many properties will have to be resumed in part or total?
  - (c) What are the street and lot numbers of the properties?

The Hon. A. F. GRIFFITH replied:

- (1) Representations have been received to change the alignment proposed by the Main Roads Department. These representations have been referred to the Region Planning Authority.
- (2) Answered by No. (1).

# **RESPIRATORS**

## *Standards Association Classification*

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

- (1) Does the Standards Association of Australia have a standard for respirators having in mind a margin for safety and protection to the wearer in the handling of poisons such as arsenic?
- (2) What is the standard known as, and what does it involve?

## *Results of Testing*

- (3) Does the "Nuplac Respirator" pass the required test of the Standards Association?
- (4) If not, what was the result of any test or tests on the "Nuplac Respirator"?
- (5) How do these results compare with those of any tests carried out on respirators of other manufacture?

### Control Legislation

- (6) Does the Public Health Department have good and ample power to withdraw an inferior article from sale, or confiscate same, for the protection of the public?
- (7) If so, under what section of the Health Act is the power conferred?
- (8) If not, is it desirable from a public health point of view that this power should be enacted?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Australian Standard Z18—1963. Respiratory Protective Devices.
- (3) A recently produced Nuplac Dust Cartridge R112 does comply with the standard.
- (4) A previous cartridge now withdrawn from circulation was found to be defective.
- (5) No defects were found in other cartridges tested.
- (6) No.
- (7) Not applicable.
- (8) Yes. Legislation to this effect will be introduced this session.

### ELECTRICITY SUPPLIES

#### Extensions to Towns in North

9. The Hon. A. R. JONES asked the Minister for Local Government:

In view of the Premier's expressed thought some two years ago at a northern ward zone council of the then Road Board Association held at Morawa, that the S.E.C. would push its lines northward from the present supply and south from a probable supply to be developed at Geraldton, will the Minister obtain answers to the following:—

- (a) When can it be expected that extensions will go forward northward?
- (b) In extensions north, will the Chittering area be supplied?
- (c) When is it expected that power will be available at Geraldton for distribution to the towns of Northampton, Mullewa, Dongara, Mingenew, Morawa, etc?
- (d) How long is it expected will elapse before Dalwallinu may expect power available from the S.E.C.?

The Hon. L. A. LOGAN replied:

- (a) and (b) Chittering and areas north of Perth would be supplied from the metropolitan system when justified under the contributory extension scheme.

- (c) the commission is now established at Geraldton and expects to supply Northampton in 1965. It is too early to state when the other towns will be supplied.

- (d) This depends on the establishment of a very high voltage power line to suit the whole area and it is too early to state when this will be completed.

### FIRE BRIGADES ACT

#### Disallowance of Regulation 100A: Motion

Debate resumed, from the 19th August, on the following motion by The Hon. W. F. Willesee:—

That regulation 100A made under the provisions of the Fire Brigades Act, 1942-1963, as published in the *Government Gazette* on Thursday the 16th April, 1964, and laid upon the Table of the House on Tuesday, the 4th August, 1964, be and is hereby disallowed.

THE HON. L. A. LOGAN (Midland—Minister for Local Government) (2.47 p.m.): Last night Mr. Willesee moved for the disallowance of regulation 100A. The provisions of the firemen's award deal with sick leave arrangements, and, when read with the regulations, there is a deficiency in that the board as an employer cannot insist on a medical examination. Isolated instances do occur where an employee can become medically unfit for fire fighting and as such may not only prejudice his own safety at a fire, but also the safety of other members of the fire fighting crew.

It is considered the board has a responsibility to require an employee to submit to a medical examination in such circumstances, and that is the purpose of regulation 100A. The right to require an employee to submit to a medical examination properly belongs to the employer, and in stipulating the Government medical officer the regulation aims at impartial treatment. Examples of somewhat like regulations apply to both the police and the public service. I shall now quote the regulations applying to the police, and the Public Service, and also regulation 100A made under the Fire Brigades Act. Police regulation 88 (e) reads—

Any member of the Force shall when so required by the Commissioner submit himself for examination by a medical board consisting of three medical practitioners to be nominated by the principal medical officer with a view to ascertaining whether he is fit for further active service and any such member who neglects or refuses to so submit himself when required will

be deemed guilty of an act of misconduct against the discipline of the Force. Any member of the Force reported to be physically unfit by a medical board shall be called upon to resign from the Force.

The Public Service Act section 49 reads—

If an officer appears to the Commissioner after a report from the Permanent Head to be unfit to discharge or incapable of discharging the duties of his office efficiently, the Commissioner shall enquire and determine whether it is proved such officer is unfit to discharge or incapable of discharging the duties of his office and the Governor on the recommendation of the Commissioner may deal with such officer either by calling upon such officer to retire from the Public Service or by transferring him to some other position and every such officer if called upon to retire shall retire accordingly.

Regulation 100A made under the Fire Brigades Act reads—

(1) An employee of the board shall, when so required by, and at the expense of, the board submit himself for examination by the Government District Medical Officer who may, however, engage the services of consultants if, in his opinion, the case so requires.

As recently as January, 1963, a station officer contested the board's right to require him to submit to a medical examination by the board's doctor, and the problem could be resolved only by the board being prepared to accept the advice of the employee's doctor. Prior to this occurrence, officers had submitted to medical examination by the board's doctor.

Apparently this is where the deficiency arises; that regulation 100A is trying to lay down that the employee when required by the board shall submit himself to the resident medical officer. But apparently from the situation as it is now, the station officer who has only his own doctor's certificate finds that the board is bound to accept that as medical evidence; he is not required to go any further, because the board will accept it. So according to that there is a deficiency in the present regulation. I wish now to mention another instance—

Several years ago (1956) a fireman was reported by the station officer in charge as being considered unfit for fire fighting duties when he returned to duty after sick leave. The firemen's union intervened and claimed the employee had satisfied the requirements of the Fire Brigades Act Regulations when he submitted a clear medical certificate from his own doctor.

This is the second case where the certificate from the employee's doctor had to be taken. I continue to quote—

At the time the board sought an amendment to the regulations but the then Chief Secretary (Hon. G. Fraser) did not see his way to proceed. His reasons were not conveyed to the board.

It might be added one employee—a fireman—attended a doctor nominated by the board, and without objection from the firemen's union, when such action was necessary for him to be retired on medical grounds so as to enjoy total benefits from the Staff Superannuation (Retirement) Fund.

Regulation 100A applies to all employees on the board—officers, firemen, mechanics, technicians, special servicemen and clerical staff, and two firemen are currently employed on light duties being physically unfit for active fire fighting duties.

The board is mindful of the welfare of its older employees and recognises that physical fitness standards must be assessed having regard to age. Compulsory medical examination of the staff at large for the purpose of achieving a minimum standard of physical fitness is not contemplated.

After having read this, and after having had a look at the regulations, I would say there is obviously a deficiency in that the board had no control of the employee when it was required that he undergo a medical examination. That is why this regulation was gazetted, and I hope the House will not agree to the motion moved by Mr. Willesee.

**THE HON. W. F. WILLESEE (North)** [2.53 p.m.]: This regulation has been put forward without consultation with the great majority of the people, and we have to abide by it as such. If what the Minister read out is, in fact, of any value, it only emphasises the point that there should have been a conference of all the people concerned, and all the regulations appertaining to sickness and the conduct of health should have been ironed out and agreed upon and a subsequent set of regulations put forward for approval.

I take no cognisance of the fact that because a man brings forward a doctor's certificate from a young doctor it should be doubted. I cannot see any difference between a certificate issued by a young doctor and that issued by an older doctor. They are both qualified men.

The Hon. L. A. Logan: There is no question of age. I said, "His own doctor".

The Hon. W. F. WILLESEE: It is possible I misheard the Minister. But even if it is his own doctor's certificate, does that imply that because a man goes to his own doctor he will receive favourable treatment? Does it suggest that because

a man has taken his wife and children to a doctor for years he would be provided with a false certificate as to his health? It is too absurd!

What I am strongly contesting and objecting to is the fact that the basis of this regulation was not put to the men who constitute the work force of the fire brigades in Western Australia. They comprise 95 per cent. of the work force; and they are the people who have to do the work, and who give their lives to this career. It is not right for them to have placed before them a regulation that gives an arbitrary right to someone on the board to say, "You go before a doctor for examination"; despite the regulation which provides that before a man comes back on the job he must be certified completely fit by his medical officer for the duties he is expected to carry out.

Surely it is not too much to ask the House to reject the regulation on the basis that it could go back to the three people who constitute the control of the fire brigades in Western Australia and be ironed out at a round table conference, after which a revised regulation could be prepared! They could alter their award if necessary, and could even take the steps contained in the Public Service Act read out by the Minister until they finally place this on a satisfactory basis.

I do not deny that the controlling authority should have the right to question the health of a person who may be employed for a long period of years. But it is equally right to say there should be some suspicion on the part of that employee if, when he is reaching the later stage of life, he has—even though he may consider himself fit—to obtain a certificate to say he is fit; if he has to be placed in the position of having to prove himself again, particularly when he knows he is right.

This is an organisation that requires a great degree of medical fitness. Would five or six firemen work with a man who was not constitutionally and physically capable of carrying out his own duties? If they did they would be risking their own lives, quite apart from any other injury that might be sustained as a result of the other man's ill-health. Would it not be simple, reasonable, and, in fact, democratic if the three organisations concerned sat in conference and evolved a set of regulations that could be agreed upon and which would achieve the very objective the board seeks? We cannot, in my opinion, ride completely roughshod over two organisations by gazetting regulations when Parliament is not sitting, and then say, "This is what you will take." After all, this is a type of organisation that must run in complete harmony in the interests of the public.

A great responsibility is placed on the firemen, and it is a much greater responsibility that we give to the organisation

that controls them. Members here know how important it is that the management and the employees should work in close co-operation. In the interests of fair play I ask that the House vote this regulation out. Let it take another form, or even the same form, but at least let it be agreed upon by the parties concerned.

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

#### Ayes—12

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

(Teller)

#### Noes—15

Hon. C. R. Abbey	Hon. J. Murray
Hon. N. E. Baxter	Hon. H. R. Robinson
Hon. A. P. Griffith	Hon. S. T. J. Thompson
Hon. J. Heitman	Hon. J. M. Thomson
Hon. J. G. Hislop	Hon. B. K. Watson
Hon. A. R. Jones	Hon. F. D. Willmott
Hon. L. A. Logan	Hon. R. C. Mattlake
Hon. G. C. MacKinnon	

(Teller)

#### Pair

#### Aye

Hon. G. Bennetts

#### No

Hon. A. L. Loton

Majority against—3.

Question thus negatived.

### ADDRESS-IN-REPLY: SEVENTH DAY

#### Motion

Debate resumed, from the 19th August, on the following motion by The Hon. J. G. Hislop:—

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

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

**THE HON. S. T. J. THOMPSON** (South) [3.2 p.m.]: I desire to take this opportunity on speaking to this motion of mentioning one or two points, the first one being housing in the country. Although the Governor in his Speech stated that a rather large sum of money had been spent on housing over the past year, it is not nearly sufficient to cover all the needs in the country districts.

We find we are in an almost impossible position as far as decentralisation is concerned, because the decentralisation is governed by the number of houses available in the country towns. For instance we have an industry which has built itself up and is now employing 60 men, but some of them have to travel 35 miles each day from Narrogin to go to work.

I am not complaining that we are not getting our share of houses, but there are not sufficient to go around in the country areas. The State Electricity Commission is faced with the necessity of having its employees travel to and from Bunbury. Of course this cannot be entirely blamed on housing, because the lack of educational facilities in some of our country towns is also responsible. I can quite understand a man with a family being reluctant to take his family away from Bunbury to a centre which has perhaps only a junior high school.

These are some of the disabilities which have to be faced when we are trying to encourage industries into the various country districts. If a firm starts up in the city it does not have to worry about housing, because this is already provided. But if a firm is endeavouring to become established in a country area it has to be responsible for the housing of its employees before it can get started.

There was one group of immigrants who have been paying £40 a month at an hotel. They, of course, cannot carry on like that and will therefore have to find employment elsewhere. Although a firm may have unlimited orders it is restricted in its business by the accommodation available for its employees.

I understand that at present the majority of the employees travelling from Narrogin are single, but as soon as an opportunity avails itself for them to get employment in the district in which they live, they will immediately leave the factory at which they are now employed in order to be closer to home. Therefore I implore the Minister to see if it is possible for him to make just that little extra available for housing in the country areas.

The Hon. A. F. Griffith: I am always sympathetic to housing in the country.

The Hon. S. T. J. THOMPSON: I realise that, and I also realise that some of these industries do build themselves up almost overnight so that the demand is created suddenly. I believe that in the majority of country towns a list of applicants for housing is kept and there must be a sufficient number before housing is considered for a particular town. Those State Electricity Commission employees travelling from Bunbury would not put their names down at the town in which they are employed but would put them on the Bunbury list; and quite rightly so because Bunbury has the advantage of educational facilities.

The Hon. A. F. Griffith: You should get some idea from the question answered for Mr. Dellar this afternoon about the amount of money which has gone into housing in the north.

The Hon. S. T. J. THOMPSON: Another point with which I wish to deal is the legislation concerning natives. I was opposed to it last year, but I frankly confess

that it has not had the effect in my particular area which I thought it would. As far as I can ascertain in my home town, there has been no impact caused by the legislation.

The Hon. G. C. MacKinnon: That seems to be pretty general.

The Hon. S. T. J. THOMPSON: It has made very little difference, except perhaps to encourage the natives to tidy themselves up a bit. I have noticed a certain neatness in their dress. They are going into the hotels, but are not affecting the general pattern in my area.

I still hold the view I held last year that that legislation is not sufficient for the native population. I subscribe to some of the views expressed last night on this subject. The native children are absorbed into our schools and are accepted wholeheartedly, particularly in the country districts. At almost every sports meeting a coloured child is the hero of the day and the idol of his school because he is the athlete of the occasion. However, once they reach 15 they are out and there is just nothing for them to do—boys or girls.

The people in my district have commenced an interesting experiment. Various organisations have subscribed money to allow two children—a boy and a girl—to attend school in the city. The boy is attending Wesley College and the girl is attending one of the high schools. We are going to continue this experiment until the boy reaches the Junior age. I do not know how long it will survive in regard to the girl. However, this scheme is rather futile unless some provision is made for the children to go on past that standard.

Some education system should be worked out to give them a trade or something like that. Perhaps the suggestion by Mr. Bennetts last night would be a solution. A farming scheme would certainly provide for some of the native population. The missions at present educate a child to a certain stage then that child goes out; but, because of the social life, it must go back to the camp. It is so easy for these people to revert to their old ways, and they do so pretty quickly.

I want now to deal with road safety. We hear a good deal about this question and about accidents on the road. It is interesting to know that the papers make a point of publishing the number of accidents that occur in the city and the number in the country. Whilst this, perhaps, is quite important, another factor that could be disclosed is: In how many of the country accidents are city people involved? I would also be interested to know how many of these accidents, fatal ones in particular, have been caused as a result of alcohol. We get very little information on that point in the Press.

Most accidents, particularly those on country roads, are caused through speeding vehicles overturning or hitting some object, and those things are due to lack of judgment and concentration.

The Hon. L. A. Logan: Some of the drivers go to sleep.

The Hon. S. T. J. THOMPSON: What can contribute more readily to going to sleep except, perhaps, a little extra alcohol? I am not saying alcohol is the cause, but it is important for us to tackle the issue. At present, according to the publicity, the argument seems to hinge on country accidents *versus* city accidents; and also on the effect on the licensing system.

The Hon. L. A. Logan: In New South Wales last week there were 25 accidents in the country and five in the city, and police control applies right through the State.

The Hon. S. T. J. THOMPSON: I was coming to that point; the Minister has got in ahead of me. It is quite obvious that New South Wales has not gained by having police control throughout the State. Admittedly we have had more accidents in the country this year—I think 56 per cent. of the total; but 77 per cent. of the mileage is done in the country, so perhaps it is just that there should be a few more accidents on country roads.

I am not attempting to decry the efforts of those who are trying to reduce the accident rate, but I think more time and energy could be spent on ascertaining the cause rather than on hammering the matter of speed and the question of country *versus* city.

Whilst on the angle of speed, there is one lot of restrictions in respect of which there should be some adjustment—the speed limits applying to trucks. There are certain speeds for trucks of certain weights. Farm trucks predominate in the country areas, and it is pretty well impossible to drive a farm truck at 35 miles per hour; and I suggest it is not a reasonable speed limit for, say, a 7-ton truck. I consider there should be some adjustment in the lighter bracket of farm trucks.

Most members who have had anything to do with farming will realise how impossible it is to drive a truck downhill at 35 miles an hour and then get over the next hill.

The Hon. L. A. Logan: You do not get into top gear at 35 miles an hour.

The Hon. S. T. J. THOMPSON: Well, very rarely. There have been quite a number of letters to the paper recently regarding noxious weeds. People are concerned about the advent of Bathurst burr in Western Australia. I regret to say we have plenty of that weed here now, as the members of the committee found to their dismay some two years ago. There is a

terrific area of this weed already in the State. I subscribe to the idea, however, that it would be much better to have the stock inspector on the South Australian side of the border. At that stage the stock is still strong and can stand up to inspection, and it would still be possible to reject infested stock. But when the stock has been on the train for two or three days before arriving at Kalgoorlie, members can realise their condition. They need to be put out to pasture pretty rapidly. But I hasten to commend the department for the way it is handling the situation with the resources at its disposal.

At the present time the sheep are inspected at Kalgoorlie. No sheep with wool exceeding three-quarters of an inch in length are allowed to leave Kalgoorlie—unless they go to Fremantle for immediate shearing. The authorities are very strict on this point, and I feel this is the best we can do unless we can find the necessary finance and arrive at agreement with South Australia to allow us to put an inspection post at the other side of the border.

The Hon. D. P. Dellar: It would be better to stop them on the other side.

The Hon. S. T. J. THOMPSON: Admittedly. I agree that at the present time we have not the resources.

The Hon. A. R. Jones: We should not have these burr-infested sheep on the line.

The Hon. S. T. J. THOMPSON: That is all right; and that is why I say we should have the inspection point in South Australia. The honourable member knows how impossible it would be, once stock arrive at Kalgoorlie, to reject them and send them back.

The Hon. J. Dolan: They come with a clean certificate.

The Hon. S. T. J. THOMPSON: That is correct. At the moment we are doing the only thing possible by inspecting and shearing.

The Hon. A. R. Jones: We could ban the bringing in of stock altogether.

The Hon. S. T. J. THOMPSON: I cannot agree with that suggestion. At present we realise how important the wool industry is to the State. We develop 1,000,000 acres of country a year in Western Australia apart from improving the pastures of the older properties; and most of the older properties, as Mr. Jones knows, are carrying more sheep each year.

Wool production is important to the State. There was an old adage that we ride on the sheep's back. It was referred to as the pig's back last night. The only difference between today and the old days is that more people are clamouring for a ride today; but we are still riding on the sheep's back. It is important that we



acquire these sheep from the Eastern States, because we cannot breed them rapidly enough here to comply with requirements. I would be very reluctant to see anything done that would force us to close down on increasing our sheep numbers.

The Hon. F. J. S. Wise: Do you know the numbers coming in this year?

The Hon. S. T. J. THOMPSON: No; I have not got the exact figures, but there are 7,000 or 8,000 coming into one district.

The Hon. F. J. S. Wise: I was told by an agent in Kalgoorlie that there were 250,000.

The Hon. S. T. J. THOMPSON: That could be correct. In the Eastern States it is possible to buy a line of over 1,000 ewes with one earmark, but it is not possible to do that in Western Australia. By buying such a line, a man can acquire the one type of sheep and can have a straight type immediately; and it is important to the average buyer to pay attention to the type of sheep. I feel that is sufficient on the subject of sheep.

I come now to the question of noxious weeds. Whilst a terrific number of restrictions apply to prevent noxious weeds coming into the State, I do not think we should forget that we have a lot of them here already. If we drive down Albany Highway we can see Cape tulip. It is glorious at the moment, and it gets better every year! But it does a terrific amount of damage. Apart from Cape tulip, we have that common old weed, dock, which is just taking over thousands of acres of our agricultural land. Many farmers are reluctant to sow a crop because they cannot handle it.

The Department of Agriculture has tried all sorts of sprays. I inspected an area which had been sprayed this season, but this noxious weed is growing all over it. The spray has not affected it in any way whatsoever. It is very important that a great deal of our energy and resources should be spent on an endeavour to keep down the weeds we already have in this State whilst, at the same time, keeping out any new ones. With those few remarks, I support the Address-in-Reply.

**THE HON. F. R. H. LAVERY (West)** [3.21 p.m.]: In supporting the Address-in-Reply to be presented to His Excellency the Governor, as contained in the motion by Dr. Hislop, I wish to speak on a few matters which I believe are of great importance. I might mention that I also wish to speak on some other matters which are not so important.

On reading the Governor's Speech I was struck very forcibly by three points. One was the omission of any remarks on the enormous loss of life on our roads and as to what can be done with increased traffic control to prevent the heavy toll. Another

point was that there was no mention made of the unemployment situation or of any efforts to be taken to relieve it. The third point was that whilst reference was made to further improvement of our main roads and to the planning of the Mitchell Freeway, nothing was said of the type of engineering that was to be employed in the construction of the Mitchell Freeway.

I now propose to speak on those three matters, and to mention particularly the loss of life on our roads. Whilst listening with interest to the previous speaker (The Hon. S. T. J. Thompson) I agreed with him that the percentage of accidents occurring on country roads would be much greater than that occurring in the metropolitan area. This is probably due to the great distances travelled by motorists over country roads, and also to the fact that there are long stretches of our country roads which are substandard. I must admit, however, that wherever the Main Roads Department has built roads it has left behind a monument to its work, which is unequalled anywhere in Australia. The high engineering quality of the work performed on roads throughout Western Australia by the Main Roads Department leaves nothing to be desired.

Nevertheless, despite the fact that we have budgeted for £11,000,000 to be spent on main roads this year, there are many thousands of miles of roads travelled over by the representatives of retail and merchandising establishments in this State, by farmers, and, of course, by the average motorist who leaves the metropolitan area to spend his holidays in country districts, which still need a great deal of attention and maintenance. So it seems to me that thought can still be given by those in charge of traffic, and by the representatives of the National Safety Council and its attendant bodies that are interested in the saving of life, because there are many roads which are still not fit to carry the type of modern traffic that is now using them. One has only to consider the volume of traffic which is travelling from the metropolis to Meekatharra and beyond; and, what is more, this traffic is increasing every year. There is also heavy traffic coming from Kalgoorlie to Perth, including those huge pickaback trucks which come from the Eastern States, and the other large vehicles which are used to handle the sheep that are imported from the Eastern States—the sheep to which Mr. Wise and Mr. Syd Thompson have referred.

These tremendous seven to eight ton trucks are now equipped with excellent braking systems, and the engineering that is put into these vehicles is of a very high standard compared to the standard a few years ago. However, no matter how high the standard of those vehicles may be, and no matter how efficient the drivers handling them, it is still a basic fact that large mileages of our roads are not capable of

carrying those vehicles when they are travelling at speed. I might add that I am one of those who consider that there is nothing wrong in travelling 60 to 65 miles an hour on a country road. At the same time, one can leave a main road for even a short distance of one mile and find that a speed of 35 miles per hour is dangerous.

The Hon. A. L. Loton: Is not the onus on the driver?

The Hon. F. R. H. LAVERY: I thought I said just now that despite the competence of the drivers, and the engineering quality of these huge vehicles, the roads along which they travel are not of sufficient quality to allow the driver to travel at 75 miles an hour; and, as I have also pointed out, on some roads a speed of 35 miles per hour could be dangerous. For example, one could travel at 65 miles per hour along the Kwinana Freeway, and if one were in complete control of the vehicle it would be quite safe. However, immediately one leaves the Freeway, and one commences travelling at a speed of 35 miles per hour, or even as low as 20 miles an hour, this speed could still prove to be dangerous over certain road surfaces.

I think the first step to be taken towards the lessening of road tragedies is to improve the roads over which vehicles have to travel. I know that no legislation could avoid the unfortunate occurrence that occurred a few weeks ago on the Freeway. There were many factors that led up to that accident. What occurred was that a truck broke down on the Freeway and the driver pulled it off the Freeway as far as he was able, but left about nine inches of the vehicle still on the road. A young lady was riding a motor scooter along the Freeway with her head down to protect herself against the driving rain and apparently did not see the truck and drove into the back of it, killing herself instantly. No legislation could prevent an accident such as that.

There is no doubt that the greatest percentage of fatal accidents occur amongst drivers in the lower age group. Very often, the first thing a number of these young men do when they obtain a car is to remove the silencer from the exhaust so that the vehicle will make a lot of noise, and it is often found that these vehicles are not roadworthy, especially whilst travelling at high speed. Whether the National Safety Council or any other body can do anything to prevent the accidents that occur as a result of the way these vehicles are driven, I do not know. I think you will agree, Mr. President, that the attempts of the authorities throughout Australia to reduce the accident rate is of no avail against the individual who shows a lack of concentration and ability to drive a vehicle along the road.

I now come to the question of railway crossings. I asked some questions of the Minister in this House yesterday regarding the tragedy that occurred at the Wellard Road railway crossing at East Rockingham. When the Bill which provided for the building of this railway line between Kwinana, Mundijong, and Jarrahdale, was dealt with in this House I said that in the laying of the line the abolition of railway crossings would be a first requisite for the safety of the motoring public, and also that it would be a requirement of the Railway Department, because some of these accidents cost the department a lot of money.

As no provision for the control of railway crossings was made when the line was built from the refinery to Jarrahdale, someone along the line must have been a little lax in his thinking. The Minister for Railways (Mr. Court) made Mr. Williams available to me for discussion on the route of this line, which almost goes through the area where the accident happened. It goes through a farmer's property. Mr. Williams told me that there was no doubt the Railways Department was keen to avoid accidents occurring at railway crossings and that ample protection would be given.

When I asked the Minister a question regarding the railway crossing through a cutting where the line enters the property of the refinery, he assured me that all precautions would be taken. They were taken. The road was closed, and the Minister was right; but in its place lights were installed at the Thomas Road crossing.

I wish to refer to some of the comments I made during the debate on the Supply Bill. I said:—

I am concerned with the death rate in our State and particularly in areas where I think a few pounds spent would save some lives, whether they be young or old.

I mentioned one case which occurred in my electorate, and another outside my electorate. The one in my electorate concerned the crossing at Wellard Road. I am aware the Main Roads Department is keen to obtain a certain traffic count before installing crossing lights. From my experience in the last six or seven weeks I know how essential that is. I said further in that debate—

The money required would be infinitesimal compared to the amount of comfort the provision of a press button pedestrian crosswalk would bring to the orderlies taking patients across the road and to the motorists who splash these people with water when they are trying to get past.

I was referring to the orderlies and patients who have to cross the road from the Sir Charles Gairdner Hospital to the radiological clinic. I said further—

I now wish to refer to the expenditure of money which has to do with the answer to a question I asked of the Minister for Mines when it was proposed to close the railway crossing adjoining the Alcoa property on the old Rockingham Road. I asked the Minister if crossing lights would be put in at this crossing and he gave me an assurance. I know what his assurance meant—it meant that he would see that the crossing was made safe.

I have to admit that at Thomas Road, where this road now crosses the railway line, there are flashing lights; but on the southern end of Callista, which is the southern suburb of Medina, Wellard Road is a main road that brings heavy traffic in from the Mundijong-Serpentine area towards Fremantle in connection with the carting of milk. There are no lights at all on that crossing. There has already been one serious accident there, and I have been asked by a man high up in the Kwinana refinery if I could do something about it.

The Minister replied soon after I had spoken in that debate, and suggested that I could refer to the department concerned the problems I had raised about the crosswalks and the difficulties in respect of traffic signs in the area at Rockingham. He said that if I wanted any assistance he would be glad to help me. We know that within two or three days of that request in this House, and the answer given by the Minister, a tragedy occurred in this area.

I arrived at Parliament House at about 12 noon last Monday and received the following telephone message:—

Mr. Ratcliffe of East Rockingham left a message to the effect: There has been a serious accident at the Wellard Road railway crossing this morning, car driven by a woman with several children. One child decapitated and the others seriously injured. The Kwinana Shire Council have been refused flashing lights at this crossing.

That message came through at 11.20 a.m. on the 17th August.

I then rang the Shire of Kwinana and received the astounding information that on the 17th of January last—prior to that it had made another application—the shire had made application for lights to be installed at this crossing. It took all that time from the 17th January to the 17th July before a letter was received notifying the Shire of Kwinana that the flashing lights committee had investigated

16 crossings on the 30 odd miles of railway line. The committee considered that flashing lights were required at Thomas Road, and they were installed. The committee considered that no action should be taken in regard to the other crossings, with the exception of the Wellard Road crossing, and suggested that at this crossing a "Stop" sign be erected if and when necessary.

I ask members to consider that recommendation—if and when necessary to erect a "Stop" sign at the railway crossing. When is it necessary—the day on which the line becomes operative? That line has been in operation for some considerable time. We have been told only six trains use that crossing each day. That might be so, but I can produce evidence to show that on the night of Wednesday last a diesel train crossed this railway crossing at 7.35 p.m., and that the driver of a vehicle was within 15 feet of it. This was a man who knew that an accident had occurred recently at that crossing. It was only when he could see the lights of the engine—as this is a parkland area and the trees have been left—that he pulled up, and he came to a stop within 15 feet of the line. He did not hear the train whistle, and he said that was possible because the windows of his car were up.

The wife of this person, who lives only 150 yards from the crossing, said that within the next half hour or so that train went forwards and backwards six times over the crossing. That number of movements applied to one train which travelled at night-time; and there was nothing to indicate there was a crossing.

This was the place where the unfortunate accident I have referred to took place. At the time the woman driving the car was travelling east into the rising sun in an area which is almost a parkland. Had there been flashing lights it is possible this accident would still have occurred; but I say it is most improbable.

Unfortunately, this lady had to take her children to two schools, for reasons which have nothing to do with the matter before the Chamber at present. When the committee dealing with flashing lights can say after seven months that there is no need for any action to be taken on the rest of the 14 crossings on that line and that on one of them a "Stop" sign should be placed if and when necessary, I am going to make the assertion that the men on this committee are not very human in this regard. They are not very co-operative with the National Safety Council; they are not co-operative with the Traffic Department; and they are not co-operative with the shire councils concerned; and I am not going to be quiet in my demands regarding this matter.

I know that the editor of *The West Australian* crossed swords with me a couple of years ago when I was on a traffic charge

for speeding, but I am in favour of what he had to say in this morning's *The West Australian*. I will read it, because I want it recorded. It is headed "Saving Lives at Crossings" and reads as follows:—

There are disturbing features about the Wellard-road level crossing near Medina where two children died tragically on Monday.

The bauxite railway is new and it should not have been built with level crossings in the first place.

How true that is. Continuing—

These death-traps should not be allowed in new projects. But the bauxite line has 15.

On top of that, the shire council applied for flashing lights at the Wellard-road crossing, but the application was rejected on the ground that lights were not justified. Yet this is the second serious accident at the crossing this year.

However conscientiously they are applied, the yardsticks used by the Government's flashing-lights committee are clearly not good enough.

On looking around the Chamber I can see that members agree with that because of the expression on their faces. Continuing—

The committee, which includes representatives of the Main Roads and Railway Departments and local authorities, examines such factors as accident patterns, traffic volume and visibility. But it has no way of knowing to what extent motorists may be careful at obviously dangerous crossings and careless at those which carry little traffic.

The major weaknesses in the present policy are that the committee acts only on applications from other bodies and in doing so it has to make arbitrary decisions. There should be no need for this. It should be a rule that all level crossings be equipped with flashing lights, and that this type of crossing be barred in all new construction.

When it is considered that the metropolitan area alone has 171 level crossings, of which only 46 have lights, the cost of putting lights at all crossings would be high. Each set costs at least £1,200. But the Government cannot be prevented by cost from providing an elementary warning system to help save lives.

I agree with every word contained in that article.

I am not going to suggest that the installation of lights at crossings is the better of the two systems available. I believe the installation of a boom is a long way ahead of crossing lights.

The Hon. R. F. Hutchison: There should be underroads and overroads and nothing else.

The Hon. F. R. H. LAVERY: The crossing at Stokely—the old Maddington crossing—was the scene of accidents weekly, if not daily, and several lives were lost. That is a busy highway, and as a result of the installation of a boom, there have been no accidents of any consequence since. The other night I asked to be told the cost of this boom and I was informed it was £7,800, and that a set of flashing lights would cost £1,200.

The Hon. R. F. Hutchison: Would you not agree that subways and overways are the answer in cutting out all accidents?

The Hon. F. R. H. LAVERY: As Mrs. Hutchison has said, where it is not possible to go under or over, I believe these booms are the answer. However, nothing is impossible in these days of bulldozers and concrete. The boom type of crossing, similar to that at Lord Street, is most successful, because motorists will not attempt to drive through it. However, motorists will take a risk and go through a yellow light in order to get across and beat the red light. I am going to make one further plea in regard to the answer I received from the Minister; and I am not stupid enough to say that it was his answer.

*Sitting suspended from 3.45 to 4.4 p.m.*

The Hon. F. R. H. LAVERY: Prior to the tea suspension I was referring to the reply that I had received, that the position would be reviewed at the next meeting of the flashing lights committee which is to be held in October. That is not good enough. It should be reviewed immediately.

I propose now to relate an incident concerning Hope Valley Road near the Naval Base Hotel. At 3 o'clock in the afternoon of Christmas Eve, I received a report from people in the area that a dangerous situation had arisen on a new road that had been built at the back of the hotel. That road is now the main road. There was a big heap of sand there. I telephoned the Main Roads Department at 3.30 p.m. and said, "I know I cannot expect you to do anything now, but could you do something promptly and have a "Stop" sign placed on either side of the Naval Base Road where it crosses Hope Valley Road?" The department officer was very obliging in his reply, and when I came back on the Wednesday morning after Christmas the "Stop" signs had been placed there.

This is what I require for the people who live in the Shire of Kwinana. We must do what we can in the interests of safety, and anything could happen between now and October when the committee sits.

The committee used to meet once a year, but I now understand that it meets half yearly. If there had been lights at

the crossing I mentioned, the accident might not have happened. In this evening's *Daily News* there is a statement by Mr. Wayne, the Commissioner of Railways, that all drivers should stop at crossings even though there are no "Stop" signs. He says it is incumbent on drivers to stop at all crossings if they are in doubt. I agree with that statement; but the crossing to which I have referred is in an area of parkland, and motorists are within a few yards of it before they see it. It is therefore most important and necessary that some action be taken immediately.

As a representative of the people in my electorate I think it is audacious of the committee to say it will consider this matter next October. It is not good enough. I leave the matter at that.

I now wish to turn to the matter of electricity supplies, and to the contributory scheme. I am referring in particular to Hope Valley Road. In 1961 the Minister for Electricity made available a sum of money to extend the power line two and a quarter miles along Hope Valley Road. Nineteen people were prepared to contribute £21 per year for 30 years so that they could be supplied with electric power. Under the system there is an allowance of £600 for each dairy. One dairyman who was asked to sign a caveat said he would not do so because his property was free and clear; and although the other people have complied with S.E.C. requirements they have not been able to obtain electric power.

I have here some photographs which might interest members. They are photographs of signs advertising the sale of blocks of land. I am referring here to land which has been subdivided and sold at the end of the projected line that I spoke about previously. Mr. Ron Thompson and I played no small part in convincing the authority to supply electric power.

A number of people have bought land in this area and they now find themselves without electricity or water. The wording on one photograph says, "No deposit, £15 per month, 10-acre farms, abundant water and electricity; Maxwells Estate Agency, Rockingham." In small letters on the bottom of the photograph are the words, "Scotts Land and Investment Company." An agent by the name of Mr. Barton sold a number of these blocks. His advertisement read, "Ten-acre subdivisions, no deposit, Bartons Ltd." There is nothing wrong with the latter advertisement, but with regard to the former one, people were sold land fraudulently. Shortly before the House met I spoke to Mr. Dukes, who told me that no approach had been made to him to have power laid on in this area.

Estate agents have the right to buy up land and subdivide it. They sell the blocks for high prices. Some blocks in the area

I have mentioned were sold for £1,500 for 10 acres. If the agents concerned had approached the department, it would have helped all those people who were prepared to contribute to the scheme. Somewhere along the line justice has not been done to those people. One family sold a home and bought a caravan, which they put on their block, and then carted on to the site bricks with which to build a home. That family has now had to leave the site. Surely the S.E.C. has some claim on these agents to make them pay to have electricity provided in the area!

The Hon. A. R. Jones: They would get plenty of water there.

The Hon. F. R. H. LAVERY: Yes; so long as they bored for it—anything up to 50 or 60 ft. I have received a complaint from the East Rockingham School. The Mandurah Road runs past this school, and recently an accident occurred almost opposite the school. There is no fencing at this school, and I think the matter should be drawn to the attention of the Minister for Education.

I now wish to speak about the shires around the metropolitan area. I am not referring to those shires outside my district. There is a lack of co-ordination and co-operation between Government departments and local authorities. In some cases there is a lack of courtesy. The Canning and Gosnells shire councils set aside one day each year when they invite the people who are in charge of various Government departments—local members of Parliament, and district councillors—to tour their districts to see what is going on. They provide quite a nice lunch, which we all enjoy.

Their complaint is that both shires have been cut in half as the result of the new railway line that is being built. The Main Roads Department has a very important part to play in these areas. When these shires invite various officials from Government departments such as the Water Supply Department, the State Housing Commission, and so on, the senior officials usually attend. For instance, Mr. Samuels does not send a subordinate officer but usually attends himself. The Railways Department does not extend to the shires the courtesy of replying to their invitations. The Railways Department is running a line through those districts and it is not co-operating with the shire councils.

The Hon. R. Thompson: Why should they bear the brunt of what the Minister is doing?

The Hon. F. R. H. LAVERY: That is a point. Consultations between the Cockburn and Kwinana shire councils and the individual department have been quite happy.

I should now like to deal with the administrative aspect and I refer first of all to the Cockburn Shire. In nine years it has

received nine different maps of the limited access road from Kwinana towards the City of Fremantle, and each one has been altered so much that it is difficult to know just what the position is. In some cases resumptions have taken place and the land is not now required.

The stage has now been reached where the Cockburn Shire has had to call not only the members of its own district but also members of Parliament from other districts to a meeting; and the result is that the Main Roads Department, the Town Planning Department, and the officers from other departments who attended a later meeting have got together, and from their deliberations has sprung a type of liaison that should have been there from the start.

Going further south—and I complained about this matter last year—I should like to discuss the Shire of Kwinana. Things are happening in that district about which the shire clerk and the president know nothing—the shire has never been notified. I shall now quote an instance to show members the lack of co-operation that exists between departments. We all know that that area has been planned and that the town planning is of the highest order. Medina is two miles from the coast, and it was established there to allow for a half-mile greenbelt so that this would be a filter for the industrial gases, sands, and so on from the industrial establishments located in that vicinity.

However, the shire president called at the only garage in Medina the other day and while he was there he saw a truck-load of logs. He went past it and he said to himself, "There is something wrong about this. I will go back and see what is going on." So he said to the truck driver, "Have you had a breakdown, or are you just filling up? Did you get the logs around Serpentine?" The driver replied, "No, just over the hill." With that Mr. Lydon went to have a look, and within a few hundred yards of the Medina townsite he found several big trees had been cut down. He immediately got in touch with Mr. Harris, the Conservator of Forests, who was most co-operative. However, Mr. Harris was amazed that there was a greenbelt there and to know that his department had no right to allow timber fallers to cut millable timber in that area.

If a private citizen had done anything like that he could have been prosecuted; but when Mr. Harris was informed of it he immediately stopped the cutting and sent a man down to peg out the area where these chaps are not permitted to cut timber. The point is that Mr. Harris said himself he did not know there was a greenbelt there.

The Hon. L. A. Logan: It is all on the plan, and has been for a long time.

The Hon. F. R. H. LAVERY: It is now 12 years since the Bill was first passed by Parliament, and surely there must be some sort of liaison between departments! Some departments must know what is going on.

The Hon. L. A. Logan: They all have copies of the plan in their offices.

The Hon. F. R. H. LAVERY: I want to pay a tribute to the Minister for Local Government. Whenever matters have been brought before him he has always tried to help. After having criticised, I should now like to put forward a suggestion. There is a thought that an officer could be detailed to work as a liaison officer between various departments. Last year we heard a lot of talk about the appointment of an ombudsman, and perhaps this type of officer could act in a similar way with the various departments.

If such an officer were appointed the Kwinana shire clerk, for example, could ring up and say that he was not getting co-operation, or he was having trouble with the Main Roads Department and the Water Supply Department. He could then ask this liaison officer whether he could bring the two together. There have been cases where the Main Roads Department officers have said that they cannot do something because the Water Supply Department has not defined its line; and the Water Supply Department officers have said that they cannot do anything because the Main Roads Department has not defined the non-access way. The appointment of an officer such as I suggest would probably overcome a lot of the difficulties.

The shires themselves are quite happy to work in close co-operation with the various Government departments, and individual departments are working in close co-operation with the shires; but the trouble is that the different departments that are responsible for planning in various areas are not working together. I am led to believe that a senior officer in the Town Planning Department said on Wednesday night that he did not know there was such an organisation as the flashing lights committee. Surely that is fantastic!

Members will recall that when the alumina refinery Bill was before the House a senior member of the Western Mining Corporation was sitting as a guest in the President's gallery. After the House had risen I mentioned to him that I hoped we would not have the same trouble with the alumina refinery as we had had in the past with the cement works at Rivervale, and certain other industrial establishments. I said that I hoped consideration would be given to the fact that in this instance the prevailing winds blow from the west and the south-west and any dust nuisance would be blown over the market gardens and houses in that area.

The gentleman concerned said to me, "You have my assurance Mr. Lavery that we are not refining this material to let it blow away with the wind." But I understand, contrary to his statement, that is just what is happening. When the first ship was loaded it was a fiasco. The whole area for a half a mile around was a cloud of dust, and it blew over the market gardens and houses in the vicinity. I received a letter in regard to it from the Cockburn Shire, and I understand the company lost 20 tons of semi-treated alumina. I know the company does not treat this material to let it blow away with the wind, but surely it, or any other company which is working in close proximity to food producing areas, should find some way of controlling the dust nuisance.

The Hon. L. A. Logan: Wasn't their second shipment better than the first?

The Hon. F. R. H. LAVERY: It was better.

The Hon. R. Thompson: But the third one was the worst of the lot.

The Hon. F. R. H. LAVERY: In the transshipment from the bins to the ship, 20 tons of material blew away. So I make a complaint on behalf of the Shire of Cockburn. The trouble is that the company was loading this material through a 14 inch chute and it was being shot 45 to 50 feet down to the bottom of the ship, with no covering at all.

The Hon. R. Thompson: Can you get in there? I have not been able to get into the place.

The Hon. F. R. H. LAVERY: I got close enough to see that. I was called down by the shire to have a look at it.

I now want to discuss two other matters, one of which particularly concerns me. Last year legislation was passed through this House covering the construction of the Mitchell Freeway. Our leaders, both in this House and in another Chamber, asked the Government to form an all-party committee to investigate the matter, because the Minister himself said that he had not heard of the plan until six weeks prior to the introduction of the motion. We have to believe what the Minister says—or at least I always do, because I have always been led to believe that what a Minister says is true. The Minister said that he knew about it only six weeks before the motion was introduced, but the plans had been on the boards for four or five years.

The party to which I belong asked for an all-party committee to be formed to investigate the matter and if it found, early in the year, before this session started, that that was the only proposal that could be proceeded with, authority should be given for the work to proceed, so that there would be no need to wait until Parliament met. However, that offer was not accepted by the Government, and I

am sorry for the Government because it will have to take the consequences of its action on that occasion.

I attended a public meeting held in the Builders' Exchange, Havelock Street, at which nearly 400 people were present. I am fairly good at picking out my political friends and I would say that at that meeting there would not have been more than 10 people who support the political party to which I belong. They were all highly incensed at the action of the Government, and they were big business people in this State. They were incensed at the Government's desecration of the Swan River. I have three letters with me which deal with this matter but because of the time factor I do not intend to read them. However, the resolution passed that night reads as follows:—

That the meeting, having noted the dictatorial methods by which public debate was prevented and by which Parliament allowed itself to be diverted from its duty, demands as of right, that all work of dredging and filling be stopped until the matter has been fully investigated, both by public and parliamentary debate and the matter rededided in Parliament by a free vote.

The resolution was passed unanimously, and I was amazed at the number of people and the type of people who rose to their feet and opposed the Government's actions. They were people who supply quite a lot of money to the Liberal Party funds at election time and they were very incensed.

I am also informed that at another public meeting in Anzac House—unfortunately I was not able to be present—a most stringent resolution was passed complaining about what the Government had done and telling it that it would pay for its sins at the next election. I am not concerned about that, but I am concerned about view of the river from the City of Perth.

We cannot stop the filling in of the section of the river upon which work is now proceeding, but surely to goodness somebody will do something about the great bank of sand, metal, or other material, that is to be built from Mill Street, or thereabouts, to William Street. At one point it is to be 23 to 32 ft. high and it will completely block out a view of the river for Perth citizens; and it will completely block out the view of the city for those who live on the other side of the river.

The Hon. R. Thompson: North Fremantle all over again.

The Hon. F. R. H. LAVERY: The honourable member beat me to the gun. Any members who have seen the atrocious set-up at North Fremantle will understand what I am talking about. It is a shocking piece of engineering. There the engineers have erected a bank 22 ft. high, and if

members can visualise another 10 ft. on top of that they will realise what this bank to be built adjacent to the City of Perth will look like.

A few months ago a town planner from England was visiting Perth, and I must have spoken nicely to him because he has sent me a book as a present—a book which he has written. This book costs £6 5s. Australian, so members can realise what sort of a publication it is. In that book this town planner shows how beautiful overways can be made with the construction of arches, etc., similar to the bridge over the narrows. I do not think anybody will deny that that bridge is a thing of beauty whichever way one looks at it; and surely that sort of architecture can be continued instead of erecting big banks of sand.

We are told how pretty it will look when it has some flowers growing on it. We are also told in a very vague way that this system will cost in the vicinity of £8,000,000. I do not agree with that at all. We know of a building in Sydney that was originally going to cost £4,000,000 but which is now going to cost in the vicinity of £19,000,000.

I know a world-famous engineer who lives in retirement in South Perth, and I have no hesitation in saying that the work that is being undertaken at present in that area will cost not less than £35,000,000 to £40,000,000. It will cost at least that amount before the ring road is completed. If that is so, why should not we spend another £1,000,000 to ensure aesthetic beauty in the area. I am sure that Dr. Hislop would be the first to agree that there is no comparison between having a sand bank in that area and having concrete and steel used for the purpose.

The Hon. J. G. Hislop: What does the Government think? Will it carry the foundations?

The Hon. F. R. H. LAVERY: I live in Applecross and I pass this road twice a day, and all I can say is that already only a few thousand loads of metal and limestone have been poured into the river road area at that section. The mud itself is lifted out of the river. Is it proposed to build a sand foundation on top of that? A foundation was built on the same type of mud over the Freeway, and that is a beautiful device.

I do not think the public of Western Australia realises that it has a Government in office which refutes all the rights of the general public. I have never known any Government in this State to be so ruthless in its treatment of public opinion. I am not referring to any particular member of the Government, because when we were on the Government benches, we were responsible for our own policy. But I have never been so embittered against a Government as I am against this one; neither during my term in Parliament nor out of it.

The Hon. J. G. Hislop: Who filled in the first 70 acres?

The Hon. F. R. H. LAVERY: I am not saying that I agree with that either. I certainly do not agree with it.

The Hon. L. A. Logan: What else are you going to do?

The Hon. F. R. H. LAVERY: First of all there was no necessity at all to have built the bridge where it stands. One has only to go to Sydney to see that a cut has been made through granite hills to build the Cahill Expressway to run over the city and over the hills. We should have built our road under King's Park, coming out where the Government offices are now.

The Hon. A. L. Loton: Did you want to go into Kings Park?

The Hon. F. R. H. LAVERY: No; it should have been built under Kings Park.

The Hon. A. F. Griffith: Did you tell the Minister of the day this?

The Hon. F. R. H. LAVERY: I do not generally talk about things that happen at Caucus meetings, but I will tell the Minister that I did.

The Hon. A. F. Griffith: Apparently he did not take any notice of you.

The Hon. F. R. H. LAVERY: It is bad enough filling in the river; and I am not objecting particularly to that, though I am permitted to express an opinion. There is, however, no necessity to continue to desecrate this area by building an enormous sand bank. We were told so many lies when the sand was being shifted from the top of the hill and put in at the bottom of Mill Street. We were told it was put there to permit it to sink down to the road level over the next two years; to solidify the mud underneath. Over 2,000 holes were sunk by Bell Bros., and sand was poured into these holes to mix with the mud.

Surely at this point of time this fair city of ours is not to be desecrated in this fashion! With all due respect to the engineers I can only hope that even now they will agree not to build this enormous bank that is in the course of construction.

I spoke to the Minister for Agriculture the other day on another matter which referred to a motion that was before this House. At the time the Minister said he thought an amicable decision would be reached, but that Nelson's market could not be extended, because the Government did not know where the Mitchell Freeway was going. So there was the Deputy Premier telling me the other day that the Government did not then know the actual design of the Mitchell Freeway.

If we are to spend £8,000,000 to desecrate our city as it is being desecrated, I do not know where we will finish. I have pulled no punches in this matter; I have spoken as I feel I should. I mean everything I have said, and I have always tried to do that while I have been in Parliament.



As we all know, the Governor's Speech which was read to Parliament gives the opportunity to all of us to represent to the Government our own views, or the views of the people of our electorate, and to make the necessary representations where required. I am in my thirteenth year in this House, and I recall what Dr. Hislop has said, that one might say something for years and years and then find eventually what one has been advocating has happened.

I have spoken on the Address-in-Reply regularly, and except for the minor matters which have been attended to by the two Ministers in this House, my time has been completely wasted. I hope, however, that I have not wasted my time speaking this afternoon, and I trust that some action will be taken in connection with the Wellard Road crossing, and in respect of saving our beautiful river.

**THE HON. J. HEITMAN** (Midland) [4.37 p.m.]: Having read the Governor's Speech, I wholeheartedly endorse all it contains. The Government today is doing a very good job for the State.

The Hon. R. F. Hutchison: You have not been here very long.

The Hon. J. HEITMAN: In the course of his Speech His Excellency said there would be something like 4,800,000 acres of grain and cereals. At that time we thought that something like that area may have been seeded; but owing to the very wet conditions of June and July many areas have been so wet and flooded that it has been impossible to sow the amount that would have been sown under normal conditions.

This is the third consecutive wet year we have had in some districts, and quite a few farmers will find it very hard to carry on. The people I am mainly concerned about are the young fellows starting up as share farmers. They had a particularly bad year last year, and this has been the case in every district in the northern wheatgrowing areas of our State. Many of them had to have their machinery carried on; and again this year they have only had a restricted area under crop.

I feel certain we will have to give these farmers some assistance to tide them over the next financial year. We must realise that most of these young fellows are the potential farmers of tomorrow; they are the type of men we want to see settled on virgin blocks. I feel sure the Government will give them some assistance if things are as bad as I think they will be next year.

Owing to the very wet season there has been extensive flooding, which has resulted in soil erosion. I think Mr. Wise mentioned soil erosion in the Kununurra area. We can however see this much closer

home. I feel that the Soil Conservation Commissioner should come into the picture and declare many more agricultural districts soil conservation areas. A great deal of flooding can be avoided if we attack it at the right source. We should start on the higher ground and put in contours, thus saving the low land from flooding.

I have had many communications from farmers in my district pointing out the difficulties they have experienced over the last two seasons, and I feel sure if the Soil Conservation Commissioner took the matter up actively and started soil conservation on the higher areas it would keep the water on the ground on which it falls. This would also help the road problem, and it would assist the people who own the country.

There has been a great deal said about road accidents this year; possibly with some justification. We have had a tremendous number of road deaths, and it seems to me there are many people who do not know how dangerous a car is when driven at speed. A number of people have drawn a comparison between road accidents in the city and in the country. As Mr. Syd Thompson said earlier, the country shires look after 70 per cent. of the roads in Western Australia. So one might expect there would be more accidents in the country than in the city. But I can assure members that the people who look after the roads in the country are very conscious of the accidents that occur, and are doing their utmost to curtail them.

Speaking on behalf of the Country Shire Councils Association, I would say that there would not be one shire in the whole of the country that would hand over its licensing powers to the police, or to anyone else. If they can control their own licensing they have more money to spend to make the roads safer and to provide inspectors to police the traffic in order to make the way of the motorist easier. Local authorities also have what they call a country traffic committee. We have been trying for years to get statutory powers so that these people can police their traffic laws to make motoring safe. So far we have not had much success in obtaining these statutory powers, but I feel sure if they could be granted by the Minister for Transport and Police, we could do much more to make motoring safe.

I think all the other States in the Commonwealth have police control, but their Traffic Acts in respect of the country are no wider than ours here. As a matter of fact, I think the accident rate is heavier in the country areas of some States than it is in our country areas. I feel sure that in the country areas of some other States the same finance is not made available for country roads in order to make

them safe for the travelling public. This would have a big bearing on the number of accidents in those areas.

One thing that the country traffic committee is trying to ensure is that a quarterly traffic report be sent in in conjunction with the police report to try to achieve a full report of statistics as to how all accidents occur, whether they happen in the country or the city. It is hoped that some of these statistics will be formulated to make motoring safer for the general public. We would still have with us, of course, those who are irresponsible and those who have no idea of driving at speed in country areas. I think this has been mentioned on quite a few occasions in this House.

The Hon. F. R. H. Lavery: In the city too.

The Hon. J. HEITMAN: I would now like to deal with water supplies in country areas. The Government is doing a wonderful job extending the water supplies through quite a number of country areas. As a matter of fact, anyone interested in water supplies to various country districts can notice a big improvement all the way from Wyndham in the north to Esperance in the south.

We still have quite a few areas to which it has been impossible to extend the water supply, but the Government has them in mind and is gradually getting supplies and reticulating water to practically every country town in Western Australia.

The fact that the Commonwealth Government is lending money to us over the next few years to assist in the comprehensive water scheme will be a great boon to many country people. Although we have to repay the money over the years, the extra stock that it will, as a result, be possible to carry on the farms will well and truly make it worth while.

Dealing now with iron ore, I would like to state that we have heard it mentioned quite a few times that this State has not sold any iron ore. Western Mining Corporation has sold, 5,100,000 tons from its deposit at Koolanooka which is adjacent to my home town. I would like to say that this company is doing a wonderful job moving houses in and getting everything in readiness to proceed with this new project. At the present time the company has 10 houses almost completed as well as quarters for single men. When the building programme is completed there will be 57 homes for married people apart from accommodation for 27 single men.

The company is also erecting a power house which will be of great help to the adjacent country areas which include Mingenew, Carnamah, Three Springs, Morawa, Coorow, and Perenjori. If the State Electricity Commission could see its

way clear to make available a small comprehensive electricity supply for this area it would be of great help to the towns and the farmers. I feel this is something we must look forward to achieving in the next few years.

Recently I had the opportunity of making a trip to the south-west, and it was very pleasing to go to Boyup Brook to see the flax mill and to learn that it was only through the pioneering spirit of the farmers and the people who took over the factory from the Commonwealth that this industry has been built up to the stage where it is employing something like 200 men. If there are any further hostilities we have an avenue there which would supply the flax needs—or some of them—of Australia. We should compliment those people who are growing flax and those who are preparing it for manufacture and sending it to the Eastern States.

I was also interested to move amongst the farmers down there who are in butterfat and wholemilk farming. It was something new to me, being a wheat and sheep farmer. They have had a pretty hard row to hoe over the years, and it would appear to me as a casual observer that quite a few of them are not on economic holdings. The holdings are too small and there are not sufficient cows being milked to make the units economic. I suppose I should not say this, but I do feel that every one of those holdings should be made into a 200-acre pasture and every farmer should be milking at least 50 to 60 cows to make it an economic venture for a family.

I also had a look at the timber industry, which again was something new to me. I had been through the industry as a boy, but the present methods of cutting timber, loading it, and getting it out of the bush are entirely different from what applied when the big teams of bullocks were used in the earlier days. It is hard to imagine there are machines which will lift 18-ton logs on to a jinker and get them out of the bush.

It was quite an interesting trip, and I feel sure if more of us could get out and see what goes on in other parts of the State the better we would realise what can be done and what has been done through the pioneering spirit in every part of the country.

I would like now to deal with schools. The Government is doing a great job outside the metropolitan area. Many fine buildings are being erected all over the country, but I believe there should be more manual training facilities for boys in the country, because that is the first leg on the way to becoming farmers. If they learn a little welding, tinsmithing, and so on, it is a big help to them when they go on to a farm or take up farming as a career. If more manual training rooms were attached to the junior high schools it would be of benefit to country people.

The housing for teachers in the country is not quite as bright as it might be, and many teachers are living in substandard homes. If flats could be built in the country for single teachers it would be a great help. For instance, in Morawa there are at the moment 14 teachers. I think three or four of them are married and the others are single. It is pretty hard for them to get accommodation; and it is not much of a life for single teachers to live in a hotel.

I am not saying that these flats should be erected by the Government. It would be an economic venture for anyone to build flats in country areas for teachers and other young people working in those towns. As far as I know Dalwallinu is the only shire which has attempted to do something about the situation. It has converted a house into flats which accommodate nine girls. It is a wonderful opportunity for them to have such good clean accommodation, and I recommend anyone who has money to invest to look into this matter because it would be an economic venture. I feel sure the flats would never be empty.

The Hon. A. F. Griffith: Have you any information on the economics of the Dalwallinu project?

The Hon. J. HEITMAN: No, but I could get it for you.

The Hon. A. F. Griffith: I would be very interested to see it.

The Hon. J. HEITMAN: The shire has always told me it is pleased with the setup.

The Hon. A. F. Griffith: It was not a new building, I take it.

The Hon. J. HEITMAN: It had been up for three or four years.

The Hon. A. F. Griffith: It was a new building?

The Hon. J. HEITMAN: Yes.

The Hon. L. A. Logan: But it was not built for that purpose. It was converted.

The Hon. J. HEITMAN: Yes, it was converted for that purpose.

The Hon. A. F. Griffith: I would still be interested to have a look at it.

The Hon. J. HEITMAN: Very good. The next subject with which I wish to deal is the deepening of the Geraldton Harbour, about which we have heard a lot over the years. I feel sure the Government has this project in mind. It is essential for the development of the northern wheat-belt and of the town of Geraldton, as well as for the shipment of iron ore. Although I have mentioned it, I feel sure the Government has it well in mind and that something will be done at a very early date.

The State Electricity Commission has extended power from Geraldton. It is buying current from the Geraldton municipality at present and will, I understand, be extending its power lines to Northampton next year. It will also be supplying the new abattoir which will be erected in Geraldton shortly. We have been looking forward to this extension for some time and we hope it will be applied right throughout the northern areas the same as in the south. After all, power and water are essential for all country people, and they are entitled to these commodities.

One thing I would like to mention before I conclude is in relation to the abattoir at Geraldton. I just hope it will not become a monopoly when it is established, but that everyone will be able to have meat killed there. I do sincerely hope the situation will not arise where the owners will utilise the abattoir for the killing of their own meat and will allow no time for the killing of the meat of others. All too often we have seen in areas that a company will take over; but I do think any butcher should be able to buy meat and have it killed at the abattoir, and should be able to do its own buying and selling. I support the motion.

Debate adjourned, on motion by The Hon. R. Thompson.

House adjourned at 4.46 p.m.

## Legislative Assembly

Thursday, the 20th August, 1964

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