

a society and no Government should hamper its progress. Finance for education should be found to the limit.

I suppose everybody is tired of listening to me tonight, but I had these things to say, and this is one of the few occasions that one gets to say them. I have referred to most of the things that I wanted to speak about—films for children; the Factories and Shops Act; consumer representation; water and light hazards; and working mothers. I have tried to give a different picture from what is read in the Press; and in conclusion I wish to say a few words on a subject which was referred to by Mr. Dolan the other night. It is something that I came across in America in 1962, and I am speaking of safety belts.

The first thing that happened was that many small businesses saw they could make something out of installing these belts. There were some great tragedies because the webbing of some of the belts was of poor quality and it gave way if a car was involved in a crash; and the fittings were in such a dangerous position that they also caused injury. The result was that the whole question had to be looked at again; and all I am doing is sounding a warning.

I have here some reports from America. I have read them and any other member of the House who wishes to do so can have a loan of them. In one of the publications it says that the only safe way is to build a car with safety devices in it. There is one illustration where the fitting is crooked and, in the event of a crash, the misaligned floor bracket would cut through the belt webbing like a letter opener. The book says—

The lesson is to choose your brand and model carefully, and that goes particularly for new-car buyers.

It does not say that one must accept the auto manufacturer's brand of seat belt. It says—

As past CU tests have shown, there is more to buying good belts than merely specifying a color to match your car. First of all, instead of lap belts, you may want to consider adult-sized harnesses for valuable extra protection of the head and chest.

This book is well worth reading. I do not want to weary the House, but in America there were some great tragedies. The small garages were stopped from making the belts and the Consumer Union was called in to make an appraisal in regard to what belts were safe and what were not safe. They gave no specific answer, and it is necessary for one to use one's own judgment.

I am not decrying the use of seat belts, but they must be tested by some body that would be responsible for knowing the material used was good and that the belts were fitted in a proper way. However, to

have a car fitted and then think one is safe is too silly. I pass this on for the information of members.

I do not think I will say any more except that we are now seeing the result—and goodness knows how it will turn out—of the disbanding of the arbitration court last year. In my opinion it is a tragedy, and I will deal with that subject later on when I have another opportunity.

I thank members for listening to me. I have probably wearied the House, but I have said everything with a good disposition and good intentions. I would like to say that I think the Minister has been very considerate over the housing position so far as is in his power. No doubt he has received a shock to hear me say that in the House, but housing is another of those things which is not receiving enough money; and housing and education are the first prerequisites to a stable society anywhere, yet not enough money is being made available in Western Australia by a long shot.

The Hon. G. Bennetts: You will get on all right with the Minister!

Debate adjourned, on motion by The Hon. G. Bennetts.

House adjourned at 10.11 p.m.

Legislative Assembly

Tuesday, the 18th August, 1964

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

SUPPLY BILL, £26,500,000

Assent

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

QUESTIONS ON NOTICE

YOUTH ACTIVITIES

Implementation of Committee's Recommendations

1. Mr. BRADY asked the Minister for Education:
 - (1) Is he receiving nominations from persons or organisations for setting up a committee to control and advise on youth activities in Western Australia as recently recommended by the investigating committee?
 - (2) If not, will he state if and when the recommendations made will be implemented?

Mr. LEWIS replied:

- (1) No.
- (2) A youth council will be set up subject to the passing of proposed legislation to be introduced this session.

FLASHING LIGHTS

Installation in Market Street, Guildford

2. Mr. BRADY asked the Minister for Railways:

Will he have investigations made with a view to placing flashing signals in Market Street, Guildford, in order to protect inmates and staff of the slow learners' school and St. Vincent's Hospital who have to cross over railway lines several times daily?

Mr. COURT replied:

The Railways Department does not decide which level crossings should be provided with flashing lights or in what priority.

This is determined by the Level Crossing Protection Committee under the chairmanship of the Commissioner of Main Roads and comprising representatives of the Main Roads Department, the Railways Department, and the local governing bodies.

The question of protection of the Market Street crossing has already been referred to the committee and, it is understood, will be considered at its next meeting.

RABBIT-PROOF FENCE No. 1

Rehabilitation and Maintenance

3. Mr. BURT asked the Premier:

- (1) Is he aware that a Murchison Regional Vermin Council has been formed to rehabilitate that section of the No. 1 rabbit-proof fence from its junction with the Lake Moore fence northwards?
- (2) Has he received a request from this recently constituted council for a grant to put the fence into dog-proof condition?
- (3) If this is the case, and bearing in mind that member shires of the regional vermin council have agreed to subscribe approximately £4,500 per annum to meet an equal amount from the Agriculture Protection Board for maintenance of the fence, will he give favourable consideration to meeting this request, particularly as no money has been spent on the fence by the Agriculture Protection Board for some years?

Mr. BRAND replied:

- (1) Yes.
- (2) Yes.
- (3) The request has been considered and I have agreed to a special grant of £5,000 to assist the council in financing its initial outlay on the project.

HOUSING AT MANJIMUP

Rental and Purchase Homes

4. Mr. ROWBERRY asked the Minister representing the Minister for Housing:

- (1) How many applicants are waiting for rental homes in Manjimup?
- (2) How many seek purchase homes?
- (3) How many homes in each category does the Government intend to build in Manjimup area in the next financial year?

Mr. ROSS HUTCHINSON replied:

- (1) Thirty-eight, including one pensioner and seven married couples.
- (2) Six.
- (3) The annual vacancy rate is ten houses, and at present nine are under construction. Tenders will be called this week for five more houses, and a further 15 will be erected progressively during 1964-65. Applicants, upon turn being reached, are given a choice of either purchasing or renting the house offered.

SLEEPING ACCOMMODATION ON TRAINS

Use by Organisations for Overnight Stops

5. Mr. EVANS asked the Minister for Railways:

Is it the policy of the W.A.G.R. to enter into agreements or arrangements with organisations, etc., whereby a body of members of an organisation or group, such as musicians or entertainers, are enabled to travel by train to various country districts for the purpose of presenting public performances in the larger country towns—admission to such performances being by payment of an entrance fee—and during an overnight sojourn in such towns to use the sleeping accommodation on the train, thus avoiding the patronising of hotels and other establishments offering accommodation in the towns visited?

Mr. COURT replied:

It is standard railway practice to hire special trains complete with sleeping cars and dining cars, etc., to interested parties.

In the case of country tours, such as by the A.B.C. Symphony Orchestra, this arrangement enables the orchestra to travel during the night and make performances at country towns which would not otherwise be included in the itinerary.

GREAT EASTERN HIGHWAY

Erection of Grid and Fence

6. Mr. MOIR asked the Minister for Works:

- (1) For what purpose was the grid and fence erected at 271 miles on the Great Eastern Highway?
- (2) Was the cost defrayed by the Main Roads Department; if so, will he give details?

Mr. WILD replied:

- (1) The grid was constructed where the Yllgarn vermin fence, erected by the Agriculture Protection Board, crosses the highway.
- (2) The cost of construction of the grid was met by the Agriculture Protection Board.

FLUORIDATION OF WATER SUPPLIES

Dangers Advanced by Research Writers

7. Mr. TONKIN asked the Minister for Health:

- (1) Does he agree with the statement made by E. J. Largent, who is one of the references given by him in replies to questions asked on Tuesday, the 4th August, that "the etiology of 'fluorosis' remains little understood"?
- (2) Will he give the names of three scientists who are regarded by officers of his department as being amongst the foremost in knowledge on the etiology of fluorosis?
- (3) Is he aware that Glock, G. E., Lowater, F., Murray, M., Taylor, J. M., Gardner, D. E., Scott, J. K., Maynard, E. A., Downs, W. L., Smith, F. A., and Hodge, H. C., have stated that when inorganic fluoride is ingested at any concentration a portion of it is deposited in the skeletal structure of animals or man and that E. J. Largent, 1961 (his own reference) has said, "In a relatively short term study with adult human subjects the amount deposited was found to be a fairly consistent function (i.e., 50 per cent.) of the amount absorbed from the digestive tract; however, the rate of fluoride deposition in bone tends to decrease gradually with time. The portion of fluoride that can be absorbed from the digestive tract varies between 37 per cent. and 97 per cent. of the total amount fed, depending on the nature of the ingested fluoride"?

(4) Is he also aware of the following statements from references given by him:—

- (a) "Fluoride deposition occurs most intensely in skeletal areas of high metabolic activity." (Weidmann, S. M.)
- (b) "The fluoride content of bone does not appear to be the only factor contributing to the onset of fluorosis. Other metabolic factors must be considered." (Largent, E. J.)
- (c) "Accumulation of fluoride in bone beyond certain limits may cause osseous fluorosis,

a condition characterised by osteosclerosis." (Largent, E. J. et al.)

- (d) "A pre-existing osseous disorder, again not fluoride induced, could be aggravated by skeletal fluoride accumulation." (Largent, E. J.)
- (e) "Magnesium concentration in bones gradually increased with fluoride content. There appeared to be no level of fluoride intake at which Mg incorporated did not occur." (Zipkin I.: McClure, F. J. and Lee, W. A.)?

(5) As all of the foregoing references emphasise the need for further research particularly into the inter relation between magnesium and fluoride deposition and the action of fluoride in hard and soft waters, is he not being presumptuous in stating that "adequate answers have been provided" to the fundamental questions raised in the thesis on *Accumulation of Skeletal Fluoride and its Implications*?

Mr. ROSS HUTCHINSON replied:

- (1) The term "little understood" is a relative one and applies to many aspects of preventive medicine.
- (2) No, but the departmental library, and the services of the librarian, are at the honourable member's disposal if he should wish to further his studies and add to the 70 questions he has already asked on this subject.
- (3) I am aware of the quotation (which has been taken from the paper referred to by the honourable member in the first of his 11 questions on the 4th August, 1964).
- (4) Statements such as these must be judged in context and in proper perspective.
- (5) No.

IRON ORE PRODUCTION

Use of Japanese Labour

8. Mr. TONKIN asked the Minister representing the Minister for Mines:

- (1) Has he received a request either directly or indirectly from Japanese interests to permit the use of Japanese labour in connection with the production of iron ore?
- (2) Has it been suggested to him that a contract for the purchase of substantial quantities of iron ore would be entered into if Japanese labour is allowed to be used?

Mr. BOVELL replied:

- (1) No.
- (2) No.

WATER RATES IN COUNTRY DISTRICTS

Application and Details of New Scheme

9. Mr. TONKIN asked the Minister for Works:

- (1) Is there any possibility of the Government's proposed water rating scheme for country districts having application during this financial year?
- (2) What is the principle upon which agreement has been stated to have been reached between the parties forming the Government?
- (3) Will the details of the proposed scheme be made public before the end of the present session?
- (4) What is the reason for the miscalculation and premature announcement on the 28th May last?

Mr. WILD replied:

- (1) Yes.
- (2) On the principle of uniformity of charges and a move towards a "pay for use" system in country water areas.
- (3) Yes.
- (4) Several alternative proposals were suggested by Treasury and Public Works Department officials, each of which had to be evaluated. This necessitated inquiries from time to time from various country centres and, as a result, there were some unavoidable delays.

DRAINAGE

Queen's Park-Cannington Area

10. Mr. JAMIESON asked the Minister for Works:

When is it anticipated that the main drainage of the Queen's Park-Cannington area north of the railway line will be commenced?

Mr. WILD replied:

No commencing date can be given as it will depend on the availability of loan funds and the priority of the work in the overall requirements of the metropolitan area.

AGED PEOPLE'S HOMES

Commonwealth Subsidy

11. Mr. O'CONNOR asked the Minister representing the Minister for Housing:

- (1) When did the Commonwealth introduce its £1 for £1 subsidy to aged people's homes?
- (2) When was this increased to £2 for £1?

(3) What has the subsidy amounted to in Western Australia for the financial year—

- (a) 1961-62;
- (b) 1962-63;
- (c) 1963-64?

Number Accommodated

(4) How many people have been accommodated in these homes?

Organisations Receiving Subsidy

(5) What organisations have taken advantage of this subsidy?

Mr. ROSS HUTCHINSON replied:

- (1) to (5) As housing under the Aged Persons Homes Act is a Federal matter, the Federal department concerned has recommended to the commission that the honourable member direct his inquiries to the Minister for Social Services, Canberra.

EGG MARKETING BOARD

Dismissal of Mr. C. L. Harvey

12. Mr. KELLY asked the Minister for Agriculture:

- (1) Did he advise Mr. C. L. Harvey, former chairman of the W.A. Egg Marketing Board, in writing under date the 6th May, 1964, as follows:—

I can now inform you that your period of tenure of the office of Chairman, the West Australian Egg Marketing Board, will terminate at midnight on Friday, the 15th May, 1964?

- (2) Does he admit that dismissal papers were not signed in Executive Council until a week later?
- (3) Is he in the habit of acting in this arbitrary manner before Executive Council papers are finalised?

Mr. NALDER replied:

- (1) Yes.
- (2) Yes.
- (3) It is normal procedure as a courtesy to advise members of boards in advance of the date when it is anticipated that their memberships will be terminated.

Investigating Committee: Appointment by Country Party

13. Mr. KELLY asked the Minister for Agriculture:

- (1) Is he aware that the "Country Party" appointed a committee to investigate the activities of the W.A. Egg Marketing Board; and, if so, could he indicate who were the appointees?

- (2) Would he state the names of board members who were interviewed by this committee?
- (3) Was the then chairman, who had served 13 years, included?
- (4) If not, why was this method of obtaining information adopted?

Mr. NALDER replied:

- (1) I am aware that a committee of the Country Party was formed to investigate certain aspects of the egg industry. This committee was not appointed at the instigation of or on behalf of myself as Minister for Agriculture or of the Government.

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

AIR TRANSPORT

M.M.A.: Freight and Passengers Carried

14. Mr. BICKERTON asked the Minister for Transport:

What are the figures for all freight and passengers carried by M.M.A. to and from each north-west town for the years 1962, 1963, 1964?

Mr. CRAIG replied:

The department has no record of the figures. Reference to the company indicates that it could not undertake the substantial amount of clerical work involved in obtaining the information sought. I believe there are some 90 airports involved, and the reason for the substantial amount of work entailed is understood. If the honourable member has any specific airport he wishes to refer to, I am sure the company will supply the information.

HIGH SCHOOL HOSTEL

Provision at Port Hedland

15. Mr. BICKERTON asked the Minister for Education:

What steps have been taken to have high school hostel facilities made available in Port Hedland?

Mr. LEWIS replied:

Inquiries have been made through schools in the district as to the number of likely boarders. The local shire council is seeking similar information throughout the area. An examination has been made of the possibilities of conversion of the present nurses' quarters for hostel purposes should the number of potential boarders warrant a hostel.

ONSLOW'S FUTURE

Government's Intentions

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

- (1) What is the Government's latest decision on the future of the town of Onslow?

Information Supplied to Commonwealth Departments

- (2) Is he aware that the actions to be taken by Commonwealth departments to improve their facilities in the town are dependent upon the State Government's actions; and, if so, what information has been supplied to Commonwealth departments?

Mr. COURT replied:

- (1) and (2) There is no change in the Government's attitude to Onslow. In advice and representations to Commonwealth departments, such as the Postmaster-General's Department we have made it clear that there is no intention on the part of the Government to abandon Onslow.

Also, inquirers are advised of the Government's efforts to encourage firms such as B.H.P. to actively examine the Onslow area as a potential outlet for their iron ore deposits. This they are doing.

WATER SUPPLY FOR POINT SAMSON

Provision of Reticulated Scheme

17. Mr. BICKERTON asked the Minister for Water Supplies:

- (1) When does he expect to have a domestic water scheme at Point Samson which will serve all residents?
- (2) In view of the fact that investigations on this matter have been proceeding for some six years, does he not agree that this period of time should be adequate to produce a satisfactory reticulated water scheme to serve all residents?

Mr. WILD replied:

- (1) and (2) The possible export of iron ore from certain of the Pilbara deposits could have an important bearing on future activities at Point Samson.

It is not intended to undertake large capital expenditure on public utilities at this stage.

ANSETT-A.N.A. AND M.M.A.*Conditions of Merger*

18. Mr. BICKERTON asked the Minister for Transport:

- (1) Is he acquainted with the conditions of the merger between Ansett-A.N.A. and M.M.A.; and, if so, will he table all relevant information?
- (2) If he is not acquainted with the merger conditions, will he obtain the necessary information and have same tabled?

Mr. CRAIG replied:

- (1) No.
- (2) Upon request for this information MacRobertson Miller Airlines Ltd. advise that Ansett Transport Industries purchased the majority shareholding in M.M.A., but there are still 800 shareholders most of whom reside in Western Australia, and users of the service have not been adversely affected by the association of the two companies.

AIR TRANSPORT FOR GOVERNMENT OFFICERS*Selection of Airline*

19. Mr. FLETCHER asked the Premier:

- (1) When did he issue the instructions to Government members, civil servants, and others, that when travelling east by air, they are to show a preference in bookings with Ansett-A.N.A.?
- (2) Were these instructions written or verbal?
- (3) Considering that the Government invariably appeals to the Commonwealth Government for financial assistance, is it not unreasonable of him to be taking action which is detrimental to Commonwealth revenue?

Mr. BRAND replied:

- (1) I have issued no such instruction. On the contrary, instructions were issued to Ministers in the following terms—

It will be the policy of this Government that Ministers and officers travelling interstate by air shall have an absolutely free choice of Air Lines. Would you please convey this instruction to those concerned in the Departments and Instrumentalities under your jurisdiction.

At the same time instructions were issued to the Government Tourist Bureau that where the choice of airline is left to the Tourist Bureau booking officer, an equal balance between the two lines should be maintained.

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

FIVE-YEAR HIGH SCHOOLS*Location in Metropolitan Area, and Attendances in 1965*

20. Mr. D. G. MAY asked the Minister for Education:

In connection with all five-year high schools in the metropolitan area as at February, 1965, will he advise the following particulars:—

- (a) Name of school;
- (b) location (suburb);
- (c) total number of pupils who will be attending each school as at the first term, 1965?

Mr. LEWIS replied:

(a)	(b)	(c)
Name of School	Location	Total No. of pupils attending as at First Term, 1965
Applecross Senior High School	Applecross	1,510
Armada Senior High School	Armada	1,170
Governor Stirling Senior High School	Midland Junction	1,635
Hollywood Senior High School	Hollywood	935
John Curtin Senior High School	Fremantle	1,580
Kent Street Senior High School	Victoria Park	1,550
Mt. Lawley Senior High School	Mt. Lawley	1,425
Perth Modern Senior High School	Subiaco	1,510
Scarborough Senior High School	Scarborough	1,345
Swanbourne Senior High School	Swanbourne	880
Tuart Hill Senior High School	Tuart Hill	1,605

LAND AT EAST MANNING*Demands for Utilisation: Effect on Home-building Proposal*

21. Mr. D. G. MAY asked the Minister representing the Minister for Housing:

- (1) Will he advise particulars of the further demands for utilisation of Crown lands where it affects the proposed residential subdivision at East Manning?
- (2) Because of these alleged demands on Crown lands will there be any decrease in the proposed 500 homes to be erected in this area?
- (3) What are the applicable acreages in this area for—
 - (a) Crown land;
 - (b) Commission land;
 - (c) land originally set aside for the proposed 500 homes?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) A review of land requirements for the technological institute and colleges, schools, and other Governmental and institutional facilities, together with those for

recreational, open space, and roads in the Crown lands may necessitate a recasting of the proposed residential subdivision, but not necessarily any reduction in the number of home sites.

- (3) The proposed residential subdivision covers approximately 250 acres of which 210 are commission owned. The balance of 40 acres of Crown lands, being portion of the Collier Pine Plantation, is part of that area which is the subject of the abovementioned review.

EDUCATION IN CANNING ELECTORATE

Sites for Schools and University

22. Mr. D. G. MAY asked the Minister for Education:

- (1) Will he advise particulars and details of location of all schools proposed in the Riverton, Rossmoyne, and Canning Vale districts, including the proposed university in the Bull Creek area?

Commencement of Buildings

- (2) Will he also advise anticipated date of construction of these proposed projects?

Mr. LEWIS replied:

- (1) (a) Primary school site, High Road, Riverton:—

Located west side of High Road taking in lots and part lots 573-592, Corinthian and Doric Streets, lots and part lots 3, 4, and 5, plus the rear of lots 364, 585, 586 and 583.

Negotiations are not yet finalised.

- (b) Primary school site, Apsley Road, Riverton:—

Being lots 1259 and 1260.

Negotiations are still under discussion.

- (c) University is earmarked in subdivision planned within locations 26 and 27 Bull Creek.

- (d) Other primary schools and high schools will be provided, but further planning and inspection are necessary before these can be earmarked or located on a litho.

- (2) No indication can be given regarding the anticipated date of construction. This will depend on the residential development within the areas mentioned.

CENSORSHIP

State Control

23. Mr. HALL asked the Chief Secretary:

- (1) What censorship control has this State over—
(a) screening of films;
(b) TV telecasts;
(c) reading literature?
- (2) What avenues are available to him if it is deemed necessary to ban the screening of unsuitable films, TV telecasts, and sale of unpalatable literature?

Influx of Pornographic Literature

- (3) Can he advise if there has been an influx and sale of pornographic literature in this State recently?

Importation of Unsavoury Records and Tapes

- (4) What measures have been taken to counteract the importation into this State of unsavoury playing records and tapes?

Mr. ROSS HUTCHINSON replied:

- (1) (a) Censorship of Films Act, 1947, under which State authority to classify films is delegated by the State to the Commonwealth Film Censor.
(b) Nil—this is a Commonwealth responsibility.
(c) Mainly by the Commonwealth.

- (2) The delegation to the Commonwealth Film Censor by this State and other States of the power to classify films is to ensure uniformity of censorship of films. Once a film has been classified by the censor it is accepted and advertised accordingly. The same principles apply with regard to television telecasts.

With regard to literature, this, as I have indicated, is mainly the responsibility of the Commonwealth under Customs (Prohibited Imports) Regulations. Ninety per cent. of printed matter is imported and is therefore subject to Commonwealth censorship review on its entry into the Commonwealth. The balance would be the subject of State law, which in this State is the Indecent and Obscene Publications Act. There are regular conferences between Commonwealth and State authorities in an effort to ensure administrative uniformity.

- (3) I am advised that there has been no influx of this type of literature.
(4) There is close co-operation between the Commonwealth and the States in the supervision of these matters, which supervision also covers imported records and tapes as referred to by the honourable member.

SALT-AFFECTED LAND

Incidence in Arable Crop Areas

24. Mr. HALL asked the Minister for Agriculture:

- (1) How many acres of land, formerly considered to be good arable crop land, have become affected in the past six years?
- (2) Has there been an increase in salt-affected land from the previous six years; and, if so, what is the acreage increase?

Mr. NALDER replied:

- (1) and (2) There is no annual collection of data covering salt-affected land. The only figures available are from the seven-year period 1955-1962, when farmers' replies to a special questionnaire indicated that 59,000 acres of previously cropped land had become salt affected. During the same period some farmers reported decreases in certain areas. These decreases totalled 16,000 acres, giving a net increase of about 43,000 acres for the seven year period.

CHILDBIRTH

Deathrate of Mothers and Babies

25. Mr. HALL asked the Minister for Health:

- (1) What was the death rate of mothers in childbirth in this State for the years 1961, 1962, 1963, and 1964?
- (2) What was the death rate of babies born and stillborn in this State for the years 1961, 1962, 1963, and 1964?

Research

- (3) Is research being carried out in this State as to the cause of mothers dying in childbirth and the death rate of babies born and stillborn?
- (4) If so, where is such research being carried out and what are the names of the places doing research work?
- (5) What department carries out the research work as mentioned, and who is in charge of the research work?

Mr. ROSS HUTCHINSON replied:

- (1) The maternal mortality rates (maternal deaths per 1,000 live births) in Western Australia for the years mentioned were as follows:—

1961	....	0.41
1962	....	0.29
1963	....	0.23
1964	....	Not yet available.

- (2) (a) The stillbirth rates (stillbirths per 1,000 total births) in Western Australia for the years mentioned were as follows:—

1961	....	13.9
1962	....	11.8
1963	....	10.2
1964	....	Not yet available.

- (b) The infant mortality rates (deaths of infants under one year per 1,000 live births) in Western Australia for the years mentioned were as follows:—

1961	....	19.7
1962	....	22.3
1963	....	20.4
1964	....	Not yet available.

- (3) (a) The death of any mother in childbirth in this State is investigated by a special maternal mortality committee which was set up in 1960.

- (b) Several research projects in connection with stillbirths and early infant deaths are being carried out in this State.

- (4) The King Edward Memorial Hospital for Women.

- (5) The University Department of Obstetrics and Gynaecology, the University Department of Pathology, and the Laboratories of the King Edward Memorial Hospital for Women.

The personnel involved in this research include:

Doctor J. D. Martin; Doctor R. Hahnel; Doctor R. A. Barter; Doctor G. R. H. Kelsall; Mr. G. H. Voss; and Mr. R. E. Davies.

HIGH SCHOOLS IN METROPOLITAN AREA

Total Enrolment

26. Mr. DAVIES asked the Minister for Education:

- (1) What is the total enrolment at each of the metropolitan high schools—senior and junior?

Provision of Tennis Courts

- (2) How many tennis courts are provided at each of these schools for the use of students?

Mr. LEWIS replied:

- (1) and (2)—

Metropolitan Senior High Schools—			Enrolment	No. of Tennis Courts
Applecross	....	....	1,489	6
Armadale	....	....	1,205	10
Governor Stirling	....	....	1,587	12
Hollywood	....	....	992	4
John Curtin	....	....	1,661	4
Kent Street	....	....	1,477	6
Mt. Lawley	....	....	1,403	6
Perth Modern	....	....	1,493	8
Scarborough	....	....	1,364	9
Tuart Hill	....	....	1,752	4
				(proposed)

Metropolitan High Schools—

Belmont	1,609	8
Bentley	1,286	5
Churchlands	1,025	6
Cyril Jackson	985	6
Eastern Hills	366	2
Hamilton	897	6
John Forrest	1,098	6
Kalamunda	597	4
Kwinana	526	4
Melville	1,157	6
Swanbourne	830	6

BOATS

Registrations, Prosecutions, and Fines

27. Mr. CROMMELIN asked the Minister for Works:

- (1) How many boats were registered under the Western Australian Marine Act at the end of June, 1963, and 1964?
- (2) How many boats were used to police the regulations at the end of June, 1963, and 1964?
- (3) How many persons were prosecuted for all offences under the regulations for each of the years ended the 30th June, 1963, and 1964?
- (4) What was the amount of fines received for each of the same periods?

Mr. WILD replied:

- (1) Registered under Marine Act—

	30/6/63	30/6/64
Fishing Vessels ..	847	850
Harbour and River	68	95
Seagoing Vessels ..	5	7
Boat Licenses ..	256	236
Motor Boats registered under Navigable Waters Regulations	5608	8167
- (2) Vessels used to police regulations including police launch.
 1963—3 vessels.
 1964—4 vessels.
- (3) Prosecutions sustained—
 the 30th June, 1963:
 (1) Marine Act—52.
 (2) Navigable Waters Regulations—26.
 the 30th June, 1964:
 (3) Marine Act—35.
 (4) Navigable Waters Regulations—8.
- (4) Fines from—
 No. (3) (1) 30/6/63 £385.
 (2) 30/6/63 £85.
 (3) 30/6/64 £232.
 (4) 30/6/64 £46.

Approximately 10 Marine Act Prosecutions for 1964 yet to be heard.

ROAD CONSTRUCTION

Derby to Broome Upgrading

28. Mr. RHATIGAN asked the Minister for Works:

What plan has the Government in mind for the provision of an all-weather road between Derby and Broome which would of course include the raising of the present bridge across the Fitzroy River at Langi Crossing or the building of a new bridge?

Mr. WILD replied:

It is planned to continue the present policy of upgrading the Broome-Derby Road. The amount of £278,300 provided in the Main Roads Department's 1964-65 programme of works includes funds to enable work to be commenced on a new bridge over the Fitzroy River at Langi.

FIRE BRIGADE

Accumulated Sick Leave of Mr. F. Robinson

29. Mr. W. HEGNEY asked the Chief Secretary:

- (1) Is it a fact that Mr. F. Robinson recently relinquished his employment with the Fire Brigades Board after approximately 39 years of service?
- (2) Is it a fact that within a few days of his retirement he was obliged to undergo a very serious operation?
- (3) Is it a fact that he had accumulated a credit of about 80 days sick leave under the provisions of the industrial award on entering hospital?
- (4) Is it a fact that on the due date of retirement the board stopped payment of sick pay which had already been credited to him?
- (5) Is it a fact that the board refused the union's request on behalf of Mr. Robinson for payment referred to merely on the advice of the Department of Labour?
- (6) If the reply to No. (5) is "Yes", what reasons were given by the Department of Labour advising refusal to pay?
- (7) Will he undertake to give personal attention to the circumstances surrounding Mr. Robinson's service, retirement, and the board's refusal to pay him the accumulated sick leave referred to?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) Yes.
- (3) Yes.

- (4) Sick Leave paid up to date of retirement.
- (5) No.
- (6) Robinson was paid according to the conditions of his employment.
- (7) No. Mr. Robinson reached the retiring age of 65 years on the 12th June, 1964, and received full pay to that date. His conditions of employment did not require full pay thereafter. He received a lump sum superannuation amount of £2,739 on retirement together with £362 payment for accrued annual leave and long service leave.

Restoration of Fireman Hart's Service Allowance

30. Mr. W. HEGNEY asked the Chief Secretary:

Whilst the union appreciates the action of the Fire Brigades Board in transferring fireman Hart to the special services department, will he give favourable consideration to the restoration of the service allowance of 12s. 6d. per week in view of the following facts: that—

- (a) He had earned such service allowance under the provisions of the award by reason of his having served continuously as a fireman for more than 20 years;
- (b) he contracted a serious disability while on duty which prevented his continuing as a fireman;
- (c) he has incurred a reduction of £7 17s. per week in wages (excluding service allowance) as a result of his disability?

Mr. ROSS HUTCHINSON replied:

No. Mr. Hart was certified medically unfit as a fireman by his doctor; and, as an alternative to retiring this employee, the board arranged a light duties storeman position and Mr. Hart accepted the position and conditions of employment offered—viz., a margin of £2 16s. Special services department staff are not paid any service allowance.

DECIMAL WEIGHTS SYSTEM

Introduction in Australia

31. Mr. W. HEGNEY asked the Minister for Transport:

- (1) What consideration, if any, has been given by the State Ministers for Transport (in conference) to the introduction of a decimal weights system in Australia (not the metric system of kilogrammes, grammes, etc.)?

- (2) Does he consider that the adoption of such a decimal weights system would simplify calculations and conform to common practice in other countries such as the U.S.A. and Canada?

Mr. CRAIG replied:

- (1) The board of inquiry into the standardisation and marking of packaged goods examined the Imperial system and other systems of weights and measures. The report of the board will be considered at a conference of Commonwealth and State Ministers to be held later this year.
- (2) The State view will be determined when the study of the report now being undertaken is completed.

TRAINEE ENGINEMEN

Wastage

32. Mr. JAMIESON asked the Minister for Railways:

- (1) With reference to question No. 5, of Tuesday, the 11th August, 1964, what is the explanation of the large wastage of trainee engine-men over the last five years?
- (2) Has any action been taken to prevent such wastage in future?

Mr. COURT replied:

- (1) This trend is not peculiar to the last five years as a similar position has obtained generally in the post-war era. The wastage of trainee engine-men is in the main due to the reluctance of young men to accept transfer to country locations and to work varying shifts and during weekends or public holidays as required in the operation of a transport service such as the railways.

Economic conditions at present allow an easy transfer to other employment.

- (2) As the working of shifts and during weekends and on public holidays is basic to this type of railway employment there is little that can be done to overcome the problem. Rates of pay and conditions for these employees are in the main similar to those applying to their counterparts in Eastern States rail systems.

LAND

Rural Zones

33. Mr. DUNN asked the Minister representing the Minister for Town Planning:

- (1) How much land within a radius of 20 miles from the G.P.O., Perth, has been zoned as "Rural"?

- (2) How much land in the Darling Range electorate is zoned "Rural"?

Mr. LEWIS replied:

- (1) 450 square miles (approximately).
(2) 45½ square miles (approximately).

RAILWAY OFFICERS

Annual and Long Service Leave Outstanding

34. Mr. DAVIES asked the Minister for Railways:

What is the total amount of—

- (a) long service leave;
(b) annual leave

outstanding to railway officers in each of the railway districts as at the 30th June, 1964?

Mr. COURT replied:

(a) District	Long Service Leave (Weeks)
Metropolitan	6,154
Central	585
Eastern	260
Southern	533
South-West	689
Northern	130

(b) District	Annual Leave (Weeks)
Metropolitan	6,721 4/5
Central	635 4/5
Eastern	525 1/5
Southern	578 2/5
South-West	632 3/5
Northern	277 2/5

The above figures include leave due as at the 30th June, 1964.

FLATS AT SOUTH PERTH

*Application by A. I. McClelland:
Tabling of Papers*

35. Mr. NALDER (Minister for Agriculture on behalf of the Minister for Local Government): Last week, at the request of the member for Balcatta, I made available, on behalf of the Minister for Local Government, file No. 4360/64. There is another file which goes with it, and I request that this file lie on the Table of the House for one week.

The file was tabled.

QUESTION WITHOUT NOTICE

STATE AID FOR DENOMINATIONAL SCHOOLS

Discussions between Premier and Deputation

Mr. HALL asked the Premier:

- (1) Can he advise the House as to the outcome of discussions held with him, and the deputation which called on him to discuss aid to denominational schools?

- (2) What were the names of the persons comprising the deputation which met him, and what religious bodies were represented by the clergy and the laymen?
(3) What proposals were discussed—(a), (b), (c), and (d)—and what were the final proposals put forward by the deputation?

Mr. BRAND replied:

- (1) to (3) I have just had a copy of the question. I do not understand the last part. What does the honourable member mean by (a), (b), (c), and (d)?

Mr. Hall: Certain proposals have been put forward, but we have heard nothing of them.

Mr. BRAND: I assume this is a pre-prepared question based on certain information on the matters which were placed before me at the time; and in order that I may give a satisfactory answer and clarify the position, perhaps the honourable member should put the question on the notice paper. I would not like to mislead him.

ADDRESS-IN-REPLY: SIXTH DAY

Motion

Debate resumed, from the 12th August, on the following motion by Mr. O'Connor:—

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

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

MR. CROMMELIN (Claremont) [4.57 p.m.]: I want to take up a little time on a few subjects. As the member for Avon and the member for Maylands would know, there is an intention by the National Safety Council to endeavour in October to persuade more people to use safety belts. Considerable research has gone into this problem, and it has been found that in most accidents the front seat passenger is the worst affected. The percentages are: The front seat passenger 75 per cent., the driver 13 per cent., and the back seat passenger 6 per cent. It is felt that if we could by some means of propaganda reduce this percentage it would be a help.

The National Safety Council feels that it could get some help from members of Parliament because every one of us sees

and interviews a lot of people. At present there is no legislation covering the compulsory fitting of anchorages in cars in Queensland, New South Wales, or Western Australia. In Victoria the Government is providing for the compulsory fitting of seat belt anchorages by regulation, and the tentative date for this law to come into operation is the 1st September this year. In South Australia the Government is providing for the compulsory fitting of belts to become effective on all new vehicles manufactured as from the 1st July next.

I am strongly of the opinion that it would be well worth the while of the Government of this State to give the matter consideration so that there could be compulsory anchorages in the cars here. It would take time—possibly 12 months after the legislation became law—but it would be well worth while; and, after all is said and done, the garage proprietors would, perhaps, be encouraged to stock and sell these accessories at the usual profit. When, however, a person has a car which has no anchorages fitted, he is put to added expense if he has to have the vehicle drilled for this purpose.

Last week I listened to the member for Swan who was, I think, speaking on the Address-in-Reply. He pointed out that at the present time there was quite serious unemployment in the State—between 5,000 and 6,000. He was factual of course. But I point out that in 1956, which was the beginning of the last three years of the Hawke Labor Government, there were 4,492 unemployed; in 1957, there were 5,346; in 1958, there were 6,308; and at the end of March, 1959—just prior to the elections—the figure had risen to 6,810.

During the last three years the figures have been: 5,320 in 1962; 6,053 in 1963; and 5,141 in June, 1964. In 1957, when there were 5,346 unemployed as against 5,141 this year, the population was 687,605; and although the population figure is not available to the end of June this year, it would be very close to 774,511; and the percentage of unemployment in June of this year was 1.5.

We all realise that even these figures, which are given to us, are debatable; and, in some cases, the unemployed labour force is not inclined to take the work that is available. It is difficult for some of the young girls who have set their hearts on becoming typistes or hairdressers to find there are not enough vacancies in those callings. Consequently they are prepared to wait. I think that is one of the reasons why in this State such a lot of girls are unemployed.

Some of the men are prepared to go to the country to look for work, and some of those that go to the country would register at more than one town as they went along. Consequently the numbers could, in that way, be inflated.

Last week I listened to the member for Warren, who pointed out the dreadful fact that some people live in ivory towers. Of course, the honourable member may have a personal cross to bear in this regard. To him, anyone who lives in Nedlands; anyone who is connected with the Liberal Party; or anyone who lives in Claremont or Cottesloe, lives in an ivory tower.

It might not be a bad idea if I were to say to the honourable member that what is an ivory tower to him is not an ivory tower to us. It might be of interest to the member for Warren, and indeed the member for Fremantle, to go back, as I shall go back now, to the year 1937, when all of us—workers and employers alike—had a tremendously difficult job to survive, and when very few people had any money.

My partner and I were in that boat: we had nothing. But we were rung up one day by a prominent man in Perth—a big storekeeper—who informed us that a factory was vacant. It had been allowed to die down, and we were told that we should seize the opportunity to get it going again, because this factory was producing goods that could not otherwise be produced in this State, and consequently such goods were coming in from the Eastern States.

We thanked him for his advice; but we had no money. Eventually we managed to scrape up enough to buy the machinery; and we could pay the rent if we could make the factory go. In desperation we went to the then Minister for Industrial Development (The Hon. A. R. G. Hawke) and we said to him, "We can start this business if you can give us help. We have nothing but the machines." After due consideration, the Minister wrote to us and said he would. I forget the exact sum involved, but it was a colossal amount in those days. He said he would guarantee us for £500. We worked and we used our brains, and we worked again.

Mr. Fletcher: And along came the war, and it was a big help.

Mr. CROMMELIN: At the end of two years we were able to go to Mr. Hawke and say, "Thank you; we do not need your guarantee any more. We have managed to get enough to get a loan from a trading bank." There was never a prouder moment in my life than when I saw published in *The West Australian* a letter by Mr. Hawke saying that two young men had gone back to him and told him that his guarantee was no longer needed.

Mr. Fletcher: A lot of small business people supported the Hawke Labor Government, and still do.

Mr. CROMMELIN: That has nothing to do with it. I am telling the honourable member a factual story; and the member for Warren, and possibly others,

do not have any appreciation of the position as far as some of us on this side of the Chamber are concerned. The outlook of some members opposite is, "He is a capitalist." Let me say this: To me my home is a home; to the member for Warren it is an ivory tower. I bought it as, I suppose, he bought his, on a small deposit with 20 years in which to pay it off. The member for Warren is quite prepared to throw off at the Liberal Party and say that everybody who lives in Nedlands, Cottesloe, or Claremont lives in an ivory tower.

Mr. Fletcher: I do not think he was alluding to you.

Mr. CROMMELIN: He was alluding to me specifically, and pointed to me; because I was sitting in the Speaker's Chair at the time.

Mr. Graham: He has to speak to you when you are in the Chair.

Mr. CROMMELIN: Yes. He quoted me as the member he referred to. Further than that, where does the member for Warren go when he comes to Perth to live? He stays with his daughter, who lives in the suburb of Nedlands in an ivory tower.

Mr. Graham: What is the point there? The rest of the time he is amongst workers, and you would not recognise him if you saw him.

Mr. CROMMELIN: Of course I would recognise him.

Mr. Graham: Only at a social function.

Mr. CROMMELIN: Exactly; and that is the point. Let us get down to some of the remarks made by the member for Fremantle last week. He puts us in the same class—"You are an employer; you are a capitalist."

Mr. Graham: No; you are a Liberal.

Mr. CROMMELIN: And that is right. Does the member for Fremantle ever stop to think of the members of his union who had enough courage and brains to get out and start up for themselves? I can take him to factories around this town where there are men who, after working in other factories and saving for years, have started up on their own; they have started up in small factories. But the minute they leave the union, or leave employment, and start a small factory on their own, they are capitalists.

Mr. Jamieson: And many of them did so without Government assistance.

Mr. CROMMELIN: Exactly; and what is wrong with Government assistance?

Mr. Jamieson: Nothing.

Mr. CROMMELIN: Nothing! If one can get Government assistance and can then employ workers, one is doing a good job.

Mr. Graham: You keep on offering the workers 3s. 10d. a week. That is after 15 years of prosperity.

The SPEAKER (Mr. Hearman): Order!

Mr. Graham: You are associated with that.

Mr. Fletcher: He is arguing with me, not with you.

Mr. CROMMELIN: I point out these simple facts because one gets sick and tired of hearing nothing else from the Labor Party but that we stand here as capitalists. After all, where would the Labor Party or the workers be if there were no employers? I have heard other members on the opposite side of the House condemn wholly the B.H.P. and other big institutions that have started up in this State.

Mr. Graham: Who did that?

Mr. I. W. Manning: The member for Balcatta.

Mr. Graham: You are silly! That is all that is wrong with you, judging by your performance in the Chair last year!

The SPEAKER (Mr. Hearman): Order!

Mr. Graham: Your party kicked you off the House Committee.

The SPEAKER (Mr. Hearman): The member for Balcatta has been constantly interjecting. If I have any more interjections, I will have to take some action.

Mr. CROMMELIN: I repeat: Without employers there are no employees. So I think the member for Fremantle and many of his colleagues would be a lot better off if they were to stop this sneering at the Liberals and the employers.

Mr. Jamieson: You sound like a *West Australian* editorial.

Mr. CROMMELIN: You look through the wastepaper baskets! Surely today it is right, as it has always been, for a man to work, whether as an employer or as an employee. We would do well to think of that and to remind ourselves of that fact. After all is said and done, some of the greatest industrialists in the world started from nothing—not that we have them in this State. Lord Nuffield started from nothing, and what a wonderful benefactor he was!

Mr. Fletcher: Where did he get it from?

Mr. CROMMELIN: From working.

Mr. Fletcher: From excess profits.

Mr. CROMMELIN: He started work by making bicycles. The honourable member has mentioned excess profits. He would not give credit to any employer in regard to the profits he made. I can take the member for Fremantle to factories in this town where profits are shared with the employees.

Mr. Fletcher: That is all right; reasonable profits.

Mr. CROMMELIN: Of course it is all right; and it is all right for the employer and the employee. I personally see no harm in it.

Mr. Fletcher: You do not like the Socialist tigger.

Mr. CROMMELIN: That does not mean a thing. I am just trying to point out to some members that this is not the place to indulge in that sort of class distinction. There is no class distinction; we are all on this earth to work and earn a living.

Mr. Jamieson: You have to wait till election time to do it.

Mr. CROMMELIN: We will wait; we can be patient. I want to take the opportunity, as I had little chance to do so last year, of having recorded in *Hansard* the horror and the abhorrence I felt in the House last year when the Industrial Arbitration Bill was before us.

Mr. Davies: It shook us a bit, too.

Mr. CROMMELIN: Not only was that feeling shared by members on either side of the House, but by the public of Western Australia, too.

Mr. Fletcher: And the thousands who came up here in opposition.

Mr. CROMMELIN: The thousands who came up here—leaving out the last two words—to listen. I heard the member for Fremantle address them out here one day as brothers.

Mr. Fletcher: That is right.

Mr. J. Hegney: Are we not all brothers?

Mr. Fletcher: Fellow trade unionists.

Mr. CROMMELIN: These trade unionists were, day after day, and night after night, inveigled into coming to the park outside to listen to their leaders in this House. Were they paid to come up? Did they lose their money? Of course they lost their money! Who caused them to lose their money?

Mr. Fletcher: Not the member for Fremantle. It was your Government.

Mr. CROMMELIN: The union secretaries and the union organisers.

Mr. Fletcher: Your Government.

Mr. CROMMELIN: Did the union secretaries lose their money for dragging these people up here?

Mr. Graham: You wouldn't know.

Mr. CROMMELIN: They did not.

Mr. Davies: That is where you are wrong.

Mr. CROMMELIN: I spoke to young girls who were in the gallery. After they had come out I said to some of them, "What are you doing up here? What are you up here for?"; and they said, "We were told to come up. We do not know what it is all about." Of course they did not!

Mr. Jamieson: It was a good education for them.

Mr. CROMMELIN: It might have been. But it was no education for them to have to sit and watch the performance that went on, and the way members opposite acted.

Mr. Graham: While a very near relative of yours was playing the role of Sergeant at Arms in the gallery.

Mr. CROMMELIN: I was not in the gallery.

Mr. Graham: I said it was a close relative of yours who was playing the role of Sergeant at Arms in the gallery.

The SPEAKER (Mr. Hearman): Order! I will not speak to the member for Balcatta again. He is constantly interjecting.

Mr. CROMMELIN: I am still going to say I object to the proceedings that took place outside Parliament House. I object to the way the stewards who work in this House were called out on strike. I did not mind going home for a meal. That was quite easy. But I do object to the fact that when the steward who is in the bar, and who has served us all, was called out on strike, and would not go, members of the Labor Party in this House declared the bar black. They went out to the car park and the liquor was brought up in bottles from the hotels.

A member: Rubbish!

Mr. CROMMELIN: There was tons of it brought up. Does any member opposite deny that liquor was being consumed in the car park on that occasion? Can anybody deny it?

Mr. Kelly: Yes. It is a lie.

Mr. CROMMELIN: It was being consumed there.

Mr. Graham: Who was drinking it?

Mr. CROMMELIN: I was not.

Mr. Graham: And neither was I.

Mr. CROMMELIN: I was not.

Mr. Heal: You are too miserable to buy a bottle.

Mr. CROMMELIN: No I am not.

Points of Order

Mr. GRAHAM: Mr. Speaker, on a point of order, or on a point of privilege, you have called me to order for interrupting the honourable member. I do not cavil at that; but we have the spectacle of a member who is making allegations, or at least insinuations, that members of Parliament—it could be me or any one of my colleagues—were drinking beer in the car park. I do not know whether it was supposed to be while Parliament was sitting or afterwards. I interjected, at the risk of incurring your displeasure, to ask the honourable member who was drinking and I now ask him, through you, Sir, to name the persons.

The SPEAKER (Mr. Hearman): Order! Resume your seat!

Mr. GRAHAM: Mr. Speaker, I think I am entitled to your protection.

The SPEAKER (Mr. Hearman): Order! Resume your seat! The member for Claremont may proceed.

Mr. GRAHAM: Mr. Speaker, may I ask you a question?

The SPEAKER (Mr. Hearman): I told you to resume your seat.

Mr. GRAHAM: I did resume my seat. May I ask a question of you, Mr. Speaker?

The SPEAKER (Mr. Hearman): What is the question?

Mr. GRAHAM: My question is this, Mr. Speaker: Are we on this side of the House entitled to your protection from statements such as have been made and are being made by the member for Claremont?

The SPEAKER (Mr. Hearman): The statement made was completely consistent with parliamentary language. The accuracy or otherwise of it I know nothing about. It was properly couched in parliamentary parlance.

Mr. GRAHAM: It was a rotten imputation.

Mr. JAMIESON: Mr. Speaker, may I request the withdrawal of the imputation so far as I personally am concerned?

The SPEAKER (Mr. Hearman): The member for Claremont has been asked to withdraw the imputations so far as the member for Beeloo is concerned. Before I ask for the withdrawal I would like the member for Beeloo to tell me what the imputation is. I am not clear about it.

Mr. JAMIESON: That I was one of those persons who was drinking these barrel loads of beer, or whatever the honourable member inferred was drunk in the car park.

Mr. CROMMELIN: I never mentioned the words, "barrel loads of beer." I never suggested that members of Parliament were drinking in the car park.

Mr. Graham: That is different. That is what we wanted.

Mr. CROMMELIN: I said that liquor was being brought up in bottles to the car park and was being consumed there. I am not suggesting that any member of Parliament was drinking liquor in the car park.

Mr. Jamieson: You said we were.

Mr. Graham: You said we declared the bar black and then we went out and drank beer, or that beer was being consumed.

Mr. CROMMELIN: I will repeat my statement that the bar was declared black. You people would not drink in the bar on that particular evening, and I repeat the statement I made previously that liquor was being consumed in the car park.

Mr. Graham: By members?

Mr. CROMMELIN: No; I did not say that.

Mr. Jamieson: We will have a look at that.

Mr. CROMMELIN: I understand the honourable member has something to do with the House Committee. Perhaps in the future he will do something to prevent beer being consumed in the car park.

Mr. Jamieson: The House Committee has no authority over it.

Mr. CROMMELIN: What is wrong with the House Committee?

Mr. Jamieson: It has no authority.

Mr. CROMMELIN: Then what do we have it for?

Mr. Jamieson: I don't know.

Mr. CROMMELIN: Neither do I.

Debate (on motion) Resumed

Mr. CROMMELIN: I did not stand up to speak for long, but I did want to take this opportunity—

Mr. Graham: Probably you will get yourself headlines.

Mr. CROMMELIN: —of saying that incidents which occurred last year when the Industrial Arbitration Act Amendment Bill was before the House reflect no credit on any member of Parliament on either side, and I hope such occurrences will not be repeated.

Now that the new commission has been instituted I have taken every opportunity possible to read its findings, and I do not think anyone could criticise them. In most of the cases in which I have been interested the workers have got, and they are still getting, a very good deal.

Mr. J. Hegney: Oh!

Mr. CROMMELIN: Some member says "Oh", but we have not heard any complaints from the unions concerned; and surely that is sufficient evidence, instead of taking the opinion of one single individual.

Mr. Davies: Have you spoken to any of the union representatives about it?

Mr. CROMMELIN: No; but I think the facts are truthfully printed in the Press.

Mr. Jamieson: Do you really believe that?

Mr. Davies: Do you believe everything that is printed in the Press? You ought to speak to the union representatives.

Mr. CROMMELIN: The honourable member would know more about union affairs than I do. I am talking about what the ordinary citizen reads in the Press. From what I can gather the position is fair enough and I would hope that incidents such as we saw last year will not occur again here.

Mr. Davies: That is up to the Government.

Mr. Fletcher: That is so.

Mr. CROMMELIN: Finally I want to say that, over the years, we have heard of the differences of opinion that appear to be prevalent in Australia among the executives of the different Labor organisations in the several States. There does not appear to be any solidarity among the different groups. To such an extent does this position prevail that at the last Federal election there was an unexpected landslide in some of the States.

Mr. Davies: What is your next statement going to be?

Mr. CROMMELIN: I think New South Wales was one of the States where a number of seats were lost and where such a reversal was not anticipated.

Mr. Fletcher: The only difference is 27,000 votes; but look at the disparity in the seats!

Mr. CROMMELIN: But the point is that for years now there has been this division between various organisations in the Labor Party in the Commonwealth. As a result of that we still have a Liberal-Country Party Government.

Mr. Jamieson: You are not worried about that, surely.

Mr. CROMMELIN: I am not; and I do not think any working man is worried about it.

Mr. Fletcher: You leave the defects of the Labor Party to us.

Mr. CROMMELIN: I am not trying to interfere in any way whatever with Labor Party selection methods. That party has its own methods of electing its candidates and conducting its campaigns. But of course one can only say that those methods have not been successful up to date in the Commonwealth; in fact, I would go so far as to say it will be another decade before the party even gets near to forming a Government.

Mr. Jamieson: You are very generous. Some say we won't get back at all!

Mr. CROMMELIN: I would not say that. After all, there have been some very good Labor Prime Ministers. Mr. Chifley was one of those people; he was outstanding.

Mr. Fletcher: Because he is dead?

Mr. CROMMELIN: No; he was outstanding because he would not, under any circumstances, have Communists in his unions. He took a stand.

Mr. Davies: He did not have any unions.

Mr. CROMMELIN: He was quite prepared to put up his own selected Labor candidates against the Communists.

Mr. Davies: The position has not changed since his day.

The SPEAKER (Mr. Hearman): Order!

Mr. CROMMELIN: Consequently he was successful. He had the courage of his convictions. But today we read in the Press where Mr. So-and-So from such-and-such a union, or somebody else from another union, has had his fare paid to Red China, or the Soviet Republic.

Mr. Heal: What about Mr. McMahon? Who paid his fare?

Mr. CROMMELIN: He did not go for the same purpose as the men to whom I am referring. The people to whom I am referring attended meetings of the Communist Party in those countries. Then they came back here, unfortunately—I wish they had stayed there—and endeavoured to put some of the things they heard about over there into practice in the various States throughout the Commonwealth. That sort of thing does not get them anywhere; and so I would say to the executive of this great Australian Labor Party that perhaps they should stop and think a little and do something about putting their own house in order before they get up and become critical of the Liberal Party.

Mr. Jamieson: What about the Liberal Party putting its house in order before it is critical of the Country Party?

Mr. CROMMELIN: I do not think the Liberal Party and the Country Party in this State have anything to put in order.

Mr. Davies: You can say that again! They certainly haven't.

Mr. CROMMELIN: We do not take any notice—

Mr. Fletcher: What about the television appearances?

Mr. CROMMELIN: It pays to advertise, and it certainly costs a lot to advertise on television.

Mr. Fletcher: You put your own house in order and also the Country Party.

Mr. CROMMELIN: This Government has been in power for five years.

Mr. Norton: Too long.

Mr. CROMMELIN: The honourable member says the Government has been in power for too long; but the electors had a chance two years ago to do something about it and they returned the Government. Next year we will see once again what the opinion of the electors is. Finally, I would again say to the member for Fremantle and the member for Warren: they would do well, before they speak in this House, week after week—

Mr. Fletcher: We do.

Mr. CROMMELIN: —month after month, and year after year, unfortunately—

Mr. Fletcher: We stand up, which is more than a lot of you over there do.

Mr. CROMMELIN: —condemning the Liberals, not to lose sight of the fact that there are hundreds of men and women, who were members of the Labor Party, and who have become employers. I would say, "Be fair."

Mr. Fletcher: I feel really chastened.

Mr. CROMMELIN: I do not think the honourable member will ever feel chastened; but I would say, "Be fair." These people took the chance and they were prepared to gamble on their future.

Mr. Fletcher: We are fair.

Mr. CROMMELIN: A number of them have succeeded. The honourable member would do well to think of that and keep it out of party politics. Give these people the credit that is due to them.

Mr. Fletcher: Well, sit down and shut up!

MR. NORTON (Gascoyne) [5.28 p.m.]: On listening to the Governor's Speech I was rather disappointed that no mention was made of any developments in the Gascoyne area. This area has a great potential, and I was rather surprised at a statement made by the Premier on the 8th June. It was broadcast over the regional news and was also reported in the local Press, and it dealt with the Gascoyne River. This was the statement made—

The Premier, Mr. Brand, said yesterday that the prospects of building a huge dam upstream from Carnarvon in the immediate future were not bright.

If I may comment on that, I do not think anyone anticipated the building of a huge dam; and just what the Premier meant by "a huge dam" I do not know. To continue—

Mr. Brand was answering a question after addressing a Liberal businessmen's luncheon in Perth.

He said he did not think there was any real answer to Carnarvon's water supply problem, except over many years. A dam at a suitable site upstream, would provide the answer, but it would cost many millions of pounds.

It is remarkable to say that it will cost many millions of pounds; and one wonders what the Premier meant when he said it. I will deal with that aspect later on. The will deal with that aspect later on. The statement continues—

Mr. Brand said the Government was examining continuously ways and means of seeing there was sufficient water for the bean and banana growers as well as for domestic requirements. This was the reason that the Government was not allowing any

more growers in the area. Mr. Brand said he believed that Carnarvon had a great future as a tourist centre—

That is quite right. But how do tourism and tourists keep a town together? They certainly bring in a certain amount of money—we know that tourists spend money—but the hotels and the garages reap the biggest benefit. Finally he said—

—and as a supplier of the United States Radio Communication Centre at Exmouth Gulf.

This is a most peculiar statement. Certainly Carnarvon can supply Exmouth Gulf with vegetables, as it can with many other things. But Exmouth Gulf will have a port of its own, and will get most of its supplies through its own port. If the Carnarvon planters and vegetable growers were to supply Exmouth Gulf entirely with its commodities I wonder how many planters it would take. When one analyses the position one realises that one grower alone could more than supply the whole of the requirements of Exmouth Gulf during the season that vegetables and fruit can be grown.

Mr. Brand: I did not say they were going to supply it all.

Mr. NORTON: I have read out what the Premier is alleged to have said, and it has not been contradicted. It was also reported in the *Carnarvon Times* as I have read it. The Premier has not taken the trouble to deny it, either over the air or through the Press, so I think we can take it for granted that that is what he said.

Following that, the Minister for the North-West went to Carnarvon for the opening of the tracking station. Whilst he was there he met the planters, and later made a Press statement, which I have here. It is quite an extensive statement and I will not weary the House by reading all of it. It does not say a great deal, but there are two portions of it on which I intend to comment. One section of it to which I wish to refer is marked, "Concern." It says—

Both associations expressed concern at Press reports of the Premier's answer to questions at a businessman's luncheon in Perth on the prospects of a dam on the Gascoyne River.

I do not wonder that they expressed concern. To continue—

The Minister stated that the Premier's comment was consistent with everybody's understanding of the position if they studied the Furphy report.

Mr. Brand: That is fair enough.

Mr. NORTON: Let us look at the Furphy report and see what it said. Perhaps the Premier has not read it. I have

extracts here from the concluding paragraphs which will prove sufficient. The extracts I propose to read are from pages 23, 24, and 25, and are as follows:—

Of dam sites inspected the site at Kennedy Range is almost certainly the most suitable. It is closer to the plantation area than other sites and commands water from both the Lyons and Gascoyne Rivers.

There is doubt of the geological suitability of all sites except that at Chalby Chalby, so it is considered advisable to seek geological advice on the site at Kennedy Range to determine if it can be used for storage. Kennedy Range is 90 miles from Carnarvon. A dam 50 feet high would have a crest of 8,000 feet and a holding area of 70 miles. The catchment area would be 27,500 square miles. Chalby Chalby is 190 miles from Carnarvon, and with a dam 50 feet high the crest length would be 8,500 feet. Lyons River is 150 miles from Carnarvon and with a crest of 1,500 feet, the catchment area would be 7,500 square miles.

It does not mention the height of the crest but it has only a small area of catchment. I might make a correction here and say that the holding area in the Kennedy Range area was 70 square miles, but its catchment area on the river was 27,500 square miles. So Furphy definitely recommends the Kennedy Range out of all sites as most suitable, subject to geological investigation. I am not sure whether or not that has been carried out.

The conclusion of the statement by the Minister for the North-West reads:—

It is understood a dam at the Kennedy Range would cost about £4,000,000.

I wonder whether that £4,000,000 is the many millions to which the Premier referred. Apparently the Minister for the North-West did have some figure. It was £4,000,000 which, I would say, would be pretty close to the amount. The Minister continued—

An interesting point is that the acreage sown to vegetables has increased from 600 acres in 1959 when water control started, to 1,500 acres for 1964.

I went to the trouble of getting some figures from the Commonwealth Statistician on this matter, and I am afraid they do not coincide altogether with those given in the Minister's statement.

Mr. Tonkin: There is nothing unusual about that!

Mr. NORTON: The figure for vegetables in 1959 was certainly not quite 600 acres. It was 559 acres. But on top of that we also had 391 acres of bananas, making a total of 970 acres under irrigation. The figures for 1964 are not available; but in 1963 there were 221 acres

under bananas; while the acreage under vegetables was 889, making a total of 1,110 acres, and not 1,500 acres as claimed by the Minister.

Mr. Court: Those figures were given to me by the local growers.

Mr. NORTON: The figures I have quoted are from the Commonwealth Statistician and can be checked. These show an increased acreage of each type of vegetable grown.

Mr. Court: Those are the figures for 12 months back.

Mr. NORTON: The figures given by the local growers for 1959 were not correct at all. Admittedly there were 50 acres short of the 600 acres under vegetables, but they omitted the 391 acres for bananas.

Mr. Court: No they did not. They gave me the banana figure and the vegetable figure while I was there.

Mr. NORTON: As I have said, the figures I have quoted are those given by the Commonwealth Statistician, and they place an entirely different complexion on the position. There are, however, other factors that must be taken into consideration, because these have helped to increase production, not only of vegetables but also bananas. The first of these factors is the control of nematode which commenced in 1959. Since the control of the nematode the banana plants have been able to absorb moisture more readily from the ground, and therefore they require less water. The winters during which the vegetables have been grown have been good wet years, and very little water has been required as compared with what would have been required in a drier year. So I think the statements made by the Premier and the Minister for the North-West are not quite accurate; and it is my duty to bring those statements into line.

I will now proceed to quote from an agricultural economist's report which, last year, by interjection, the Minister for the North-West said I would not appreciate. I do, however, commend Messrs Nalson and Parker for drawing up the report. It is called, "Irrigation on the Gascoyne River—An Economic Appraisal." The two gentlemen concerned have done a very good job in compiling this report. They have had at their disposal such reports as the Furphy report, and others from the Public Works Department, and the Department of Agriculture; and they have also had access to all the figures they required.

I think this report puts forward a different proposition in respect of Carnarvon from that which has been propounded in the past, and the best thing for me to do would be to give the House the recommendations contained in the report in respect of the development of water storages for irrigation purposes at Carnarvon. In this

connection they deal with the smallest holding area on the Gascoyne River and one which is closest to Carnarvon. I refer to Rocky Pool, and I will quote from page 79 of the report, as follows:—

The Public Works Department has investigated the possibility of damming the Gascoyne River at Rocky Pool, twenty-four miles up-stream from the present irrigated area. This dam would have a storage capacity of approximately 35,000 acre feet and would consist of an earth and rock wall about a mile long, a gated spillway and eight radial gates 37 feet high. The total cost of the dam and a pumping station would be about £1½ million. Supply channels from the dam to the plantations would cost a further £1 million.

A storage at Rocky Pool has been envisaged as a means of providing more water to the present plantations and also providing a supply for an additional area of irrigation. It has been considered that the water from the dam should be utilized over a period of twelve months to minimise the losses from evaporation. Under these circumstances the annual draw would be about 20,000 acre feet. In this section consideration is given to alternative methods of utilization.

It will be noted that this reservoir would hold 35,000 acre feet; but after evaporation had taken place there would be 20,000 acre feet available. At present the irrigation areas in Carnarvon only use 3,500 acre feet a year, which they draw from the sands of the river. That means there would be approximately six times more water in Rocky Pool Reservoir than is at present used on the plantation area.

This report envisaged the starting of another industry in Carnarvon, and I will deal with that later on. The methods of using this water, and the other proposals which it sets out are quite good; and I will continue with the report, under the heading, "Proposals for the Use of Rocky Pool." It is as follows:—

By fully utilizing stored supplies within 12 months of each river flow it would be possible to increase the supply to all growers during the years in which the river flowed and the dam was filled. This would be the case in about four years out of five. During drought, however, growers would have no more security than at the moment. They would be dependent upon water in the river sands, and at the same time the new area of irrigation would receive no water at all.

The last portion is quite correct. The new irrigation area would not get any water, but the plantation areas would be better off because they would not have been drawing on the sands, and it is recognised that the water in the sands

would last approximately 12 months. The longest period we have known, and which I can find on record, in which the river has not flowed, has been 23 months.

So we can see there would be an ample amount of water for the plantations for 12 months, although some growers might have to reduce their acreage towards the end of that period. The report says—

An alternative method of utilization would be to adjust the rate of draw so that supplies extended over a period of 24 months. This would result in greater losses from evaporation but it would achieve a greater degree of security for existing growers, and still permit an expanded output. Even with a drought of 24 months commencing and ending in August, the rate of draw could be adjusted to provide 7,000 acre feet of water per year.

That would allow at least 3,000 acre feet for the development of another industry and also for an increase of 500 acre feet for the expansion of Carnarvon in regard to new industries. The 7,000 acre feet would be sufficient to double the acreage of both vegetables and bananas. But it is not intended the acreage should be doubled; it is intended to give that area security so that the growers may keep their banana plantations and supply the markets which they have today. The report continues—

The capital cost per gallon would be high compared with a scheme for maximum utilization of the storage, but it would provide for a realistic expansion of present crops and at the same time give security against drought.

By contrast a scheme for maximum utilization of the storage during normal years would provide for much more production than the markets could absorb in the foreseeable future, and would accentuate growers' difficulties by reducing supplies of water in a drought year to 23 per cent. of the quantity in a normal year. Such a scheme would necessitate the maintenance of pumps, engines and bores throughout the period of normal years in order to provide water from the river sands in a drought year. It would also be necessary to retain a strict control of pumping from the river sands.

I think I have pointed out very clearly—and this report has, too—that the Rocky Dam area will allow an expansion of the banana industry, as well as the development of a new industry. The industry I have in mind is cotton, and I will deal with that in a few minutes. A survey has been made of the area downstream from Rocky Pool. It was made before 1963, in spite of questions which I have asked and to which I have received different answers in that respect. The report says that this survey and reports

can be seen on page 82. In addition, it says that there are sufficient areas of land in that area along the riverfront to allow for 28,700 acres of cotton to be grown. With a dam that can supply water greater than present requirements experiments could be conducted on a commercial scale in a new area for cotton.

The report continues—

The method of utilizing a storage at Rocky Pool would also be influenced by the rate of growth in market demand. By 1969 the demand for bananas and out-of-season vegetables could be 50 per cent. above the 1962 level. This would represent a water requirement of about 5,300 acre feet. All of this could be provided from this storage in normal and drought seasons. Alternatively, in normal seasons, two thirds of the water could come from the river sands and one third from the dam. In drought seasons 45 per cent. could come from the sands and the remainder from the dam.

With the growth of markets beyond 1969 the amount of water supplied from the dam could be increased until the limit of expansion was reached. For a scheme which offered full security this would involve an annual draw of 7,000 acre feet from the dam and 2,400 acre feet from the river sands. To coincide with the gradual increase in market demand, successive increases in rights to water could be made each year. Thus in 1969, 2,900 acre feet could come from the dam and in each successive year an additional 400 acre feet could be made available until the limit of expansion was reached in 1980.

The report on cotton is very interesting, and there is no doubt that cotton can be grown economically and well in Carnarvon; because at the end of the 1940s, and at the beginning of the 1950s, experiments were conducted in Carnarvon with cotton. However, for some unknown reason no reports or records were kept of the experiments that were carried out. Personally, I think there was something deliberate behind this; because at that time experiments were being made into the growing of cotton in the Kimberleys, and the person in charge of that section of the Department of Agriculture had no love for Carnarvon at any time. In fact, he said publicly that all of the irrigation area between Carnarvon and the bridge should be returned to stations so that sheep could be run on it. Therefore, you see, Mr. Speaker, he had no love for Carnarvon as an irrigation area.

On page 51 of this report there is a heading, "Prospects for Cotton Growing in Carnarvon", and it reads—

The minimum environmental requirements for irrigated cotton are a frost-free period of 180 to 200 days;

dry harvesting weather; soil temperatures of at least 63°F. during germination, and temperatures preferably between 80°F. and 90°F. during flowering and fruiting. Higher temperatures need not be a disadvantage, and an arid climate is conducive to fibre quality, providing there is adequate water control. For irrigated cotton a low rainfall can be an advantage in that drainage and cultivation problems are minimized, and weeds, pests and diseases are less damaging and easier to control. Cotton is normally grown on a heavy textured soil able to withstand repeated tillage, but a crop rotation or pasture phase is likely to be necessary as a means of weed control and of maintaining fertility and structure.

The climatic regime at Carnarvon appears to be well suited to the production of high quality irrigated cotton as either a summer or winter crop.

This report appears to point out that it was quite possible Carnarvon could grow two crops of cotton per year in a climate that is absolutely suitable for this purpose.

Further on, the report states—

With a dam 100 miles inland, location of the area cropped would be dependent upon the availability of suitable soils adjacent to the river. In the plantation area, 64 per cent. of the arable land on existing holdings is unused—representing in total about 3,200 acres.

So in the plantation area alone there is an area of 3,200 acres which is suitable for cotton growing, but no mention has been made of the commonage, which has 30,000 to 40,000 acres or more with similar soil to the plantation area. The report goes on—

The soils in this area vary from a deep fertile loam on the south bank to a variety of loamy sands on the north bank. C.S.I.R.O. recently carried out a soil survey of about 60,000 acres below Rocky Pool. This revealed 11,500 acres of soil adjacent to the river and similar to the soils of the plantation area. Another 14,000 acres further from the river were found to be a different soil type but were considered suitable for irrigation.

Then further on it says—

Cotton was successfully grown at the Gascoyne Research Station during the 1950's, but details of yields or cultivation practices were not assembled. Climatic conditions are not unlike those experienced in California, Texas and Egypt, however, where very high yields are obtained under irrigation. Given adequate supplies of irrigation water the arid climate should favour good water control, ease of harvesting and production of high quality lint.

It then deals with production costs, and these are very important. It compares them with the Kimberleys, as follows:—

As detailed cotton experiments have not been conducted at Carnarvon it is possible only to predict the yields and practices which might obtain under conditions of commercial production. There appears to be no reason why yields should not equal those anticipated on the Ord River, however, and Carnarvon could enjoy certain cost advantages over the Kimberleys.

A major problem already encountered in the Kimberleys is the shortage of farm labour and its high cost.

I cannot comment on that. Continuing—

At Carnarvon the more favourable climate and the existing nucleus of irrigated agriculture suggests that the problem would be far less acute. For at least four months during the summer an experienced labour force could be recruited from planters, sharefarmers, farm families, casual workers and itinerant workers who are at present engaged in the plantation area only during the market gardening season which extends from March until December. The wage normally paid to casual workers for picking, packing or beanstick pulling, at present, is £3 per day. For a working day of nine hours this represents 6s. 6d. per hour, compared with 14s. per hour estimated as the likely cost of seasonal labour employed in the Kimberleys.

And so it goes on.

Further, the report says that labour costs would be cheaper and water control would be far less than in the Kimberleys. Pest control in certain areas is easier than in the heavier rainfall areas such as the Kimberleys. At Carnarvon the only pests that we experienced were caterpillars, and such like, which were easy to control.

The report comments on freights and says as follows:—

Carnarvon could be expected to enjoy a locational advantage, vis-a-vis the Kimberleys, by virtue of its regular road transport service to Perth and its shorter shipping haul. The 26 per cent. freight advantage which Carnarvon enjoys for cargo shipped to and from Fremantle would substantially reduce production costs and, in the case of raw cotton shipped to Melbourne, —

These people pointed out very clearly that cotton could be grown in the area on a profitable basis. If the Rocky Pool were constructed it would supply sufficient water on a commercial basis for the experimental farms. This should be followed up by the damming of Kennedy Range, as it is a very big catchment area. I have worked out the acre feet which such a dam could hold, assuming that its average depth was 20

feet. The figure is 41,817,600,000 acre feet. From that, members will see there is a big potential for irrigation. At the present time the figure for Carnarvon is only 3,500,000 acre feet per year.

I propose now to quote from page 88, paragraph 11, of the report, which deals with the economic forces favouring some expansion of irrigated agriculture at Carnarvon. It reads as follows:—

(i) The expanding Perth market for out-of-season vegetables which is expected to increase with the growth of the Western Australian population at a rate of about 2 per cent. per annum. In addition, the quickening of development in the north-west suggests that the area may eventually provide an outlet for Carnarvon produce over a longer season than is possible on the Perth market.

(ii) The expanding market for beans sold on the Adelaide market. By 1975 this market could require a further 90 acres of additional production at Carnarvon, and further penetration of interstate markets appears likely providing that an effort is made to ensure regularity and quality of supplies.

This year Carnarvon is sending beans to the Melbourne market. If this is successful, Melbourne will be added to the present list of markets. The report continues—

(iii) The likelihood of displacing Eastern States bananas sold on the Perth market.

(iv) The total potential for Carnarvon produce which, by 1975, could amount to an additional 1,100 acres of vegetables and between 900 and 1,200 acres of bananas. This could be supplemented by a small acreage of citrus and tropical fruits for the Western Australian market, and a much larger acreage of dates for the Australian market.

(v) The cost advantage which Carnarvon appears likely to have relative to the Kimberleys in the production and marketing of medium staple cotton.

(vi) The arid climate at Carnarvon which is believed to favour the production of long staple cotton, commanding premium prices on world markets, and the opportunity for integrating this labour-intensive crop within the present area of irrigated agriculture.

If expansion of the markets continues as forecast by these two economists, it will mean that by 1975 the acreage of bananas at Carnarvon will have increased from 221 acres in 1962-63 to 1,421 acres, and the acreage in vegetables will have increased from 889 acres in 1962-63 to 1,980 acres, making a total of 3,410 acres

under intense cultivation. If cotton growing is developed population at Carnarvon will increase substantially.

There are one or two other points that I should like to comment on. At present, Western Australia imports £90,000 worth of onions each year. These could be grown at Carnarvon out of season, and if Carnarvon were supplied with the necessary water it could meet this demand. Dates could be grown by the use of saline water, and production would not need the large quantities of fresh water that might be required for other irrigation purposes. Dates grow exceptionally well in the area, although none have yet been harvested commercially. There are £270,000 worth of dates imported into Australia each year, which shows that quite a respectable industry could be developed from the growing of dates. With the addition of cotton production, the agricultural industry at Carnarvon could develop into something as big as the Ord River scheme. However, before long, the Government will have to do something about the erosion that is taking place in the catchment areas.

The problem is getting worse each year, and nothing is being done about it. Pastoralists are willing and anxious to get on with the job of getting these areas under production. At present, there are no agricultural advisers in the north-west—except in the Kimberley—to assist pastoralists.

Mr. Nalder: Have you been out to any of the stations and seen the contouring that is being done?

Mr. NORTON: Yes.

Mr. Nalder: They are working on the advice of the Department of Agriculture.

Mr. NORTON: There are still no agricultural advisers in the Gascoyne or Pilbara areas to assist pastoralists. I was sorry to read in today's newspaper that the man who has given most advice on the rehabilitation of the pastoral areas is now to be stationed at Kununurra and he will be the agricultural adviser for that area. He has done more than any other agricultural adviser in the north-west.

Mr. Nalder: He has done a very good job.

Mr. NORTON: The Minister for Agriculture asked whether I had seen these areas. Yes; I have seen them. Some are within 12 miles of Carnarvon. One is on the Brickhouse station property. I have seen the areas from land and from the air. What is being done in the catchment areas? You, Sir, have seen those areas on the coast road where the roads and the climate are better; but you have not been out into the catchment areas of the Gascoyne and Lyons Rivers where the salt has started to seep into the land and erosion is quite heavy. People in those areas require some assistance with contour ploughing. On the coast it is not

contour ploughing but ploughing cross-wind. In the other areas that I have mentioned there is this different type of ploughing required. Plant life is altogether different from that in the coastal areas. The Government is the landlord for the pastoral areas, and it is up to the landlord to see that the job is done properly and to help those people who are leasing the properties. They have the machinery and they have asked for assistance.

In the Shire of Upper Gascoyne a field day will be held on the 21st of this month. I have been invited to that field day. One was held on the Lyons River, and another was held on another station between those two places. These people have asked for assistance in rehabilitating and rejuvenating their land. They are aware of what is happening and they are aware that things cannot go on as they are.

To sum up, for the amount spent on the diversion dam on the Bandicoot Bar, which is about £6,000,000, two dams could be established on the Gascoyne River which would supply the area with the security it needs and would develop the area considerably.

I recently read an extract taken from the Foster committee's report dealing with agriculture in the Northern Territory. I think it is very appropriate that it be quoted here. The extract is in line with what I have been saying, and reads as follows:—

The measures are designed to break the vicious circle of there being no industry because there are no facilities, and there being no facilities because there is no industry. If the North is to develop, this circle must be broken by someone and, if the Government considers the North should be developed, it seems to us to be a proper function of the Government at this stage to break it. If the Government will not accept this responsibility, it must accept the other responsibility—of doing nothing.

There are one or two other subjects with which I wish to deal. The first concerns housing. Housing requirements for the district have increased with the building of the tracking station. It is only natural that a certain number of private houses will be used by the personnel of the tracking station, and there will be insufficient to meet the requirements of the general public. The Carnarvon Council has stepped into the breach and done a very good job. It has already erected some 36 houses and will build more. In the end the council will be the landlord and will possess some very valuable properties. Those people who are coming into the district to provide services for the personnel on the tracking station are unable to obtain houses, and the caravan parks are being filled with permanent residents.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. NORTON: Before tea I was talking about the large number of people who had to live in caravan parks at Carnarvon because of the shortage of houses. It is difficult for a young couple who get married in Carnarvon to get any accommodation at all; therefore they are forced to hire or purchase a caravan.

It is not an ideal state when a young couple have to start off their married life in a caravan park. Other young married couples share their parents' accommodation until a house becomes available. There have been instances of young couples who have had to stay as long as 18 months in a caravan park through being unable to get a house.

I understand that, under the Housing Commission rules and regulations, unless a person is married he cannot submit an application for a house. Therefore he has to wait until he is married before putting in an application; and then he has to wait 18 months or more before he has any chance of getting a house.

Quite a number of people obtain jobs in Carnarvon, and they wish to take their families there. The families have a look around and immediately go to Carnarvon in a caravan. No doubt the same position applies in many other places; but when one wants to develop the north and other outback places, housing is one of the essentials in attracting good labour; and it is only by getting good labour that we can carry on as at present.

The maintenance of State houses is very poor. Some houses that have been up for as long as 12 to 15 years have not had a coat of paint either inside or outside. Many people who have been tenants of State houses for a number of years told me that if only the maintenance were done on the place, they would buy it. The commission is losing the sale of quite a number of houses by letting the maintenance go. People do not want to have to do the maintenance on a house after they have been paying 1 per cent. of its original capital value for maintenance.

Mr. H. May: You want to see them in Collie!

Mr. NORTON: I have seen houses in Perth where the paint is peeling off the outside. They are a disgrace to anybody. On some of these houses, £300 to £400 has been paid in maintenance, but not one penny has been spent on the houses. If maintenance is charged in the rental, then that maintenance money is entitled to be spent on the house in order to keep it in some sort of shape.

There are people—not only in Carnarvon, but all over the State—whose homes have a wonderful appearance because of the gardens they have established. In fact, some houses in Carnarvon were built on the top of a hill with a steep incline to the front door. Some of the people terraced their blocks by carting loads of

loam in and developing lawn; and their homes are a credit to them. But little or no maintenance is ever done on those houses. I can say that no maintenance has been carried out.

I wish to mention a couple of points in respect of education; that is in regard to assistance to the students and to the parents and citizens' associations. These associations are called upon to supply a tremendous amount of money at various schools. It is surprising to learn that they are responsible for putting up the fences around new schools. I hardly think that is the job of a parents and citizens' association, especially when it is called upon to finance so many other projects on behalf of the Government. Admittedly, for a lot of the other projects the associations receive a subsidy on a pound for pound basis. But when it comes to fencing or landscaping school grounds, or levelling school grounds for playing fields, no assistance whatsoever is forthcoming; and the department says it has no money to do those things.

Just recently I wrote to the Minister asking him for assistance to clear and level a certain area of the Carnarvon High School ground. It is not a very big area, but it is sandy and undulating and is covered with scrub. The P. & C. has not the money with which to do this work, because it requires big machinery and the carting of quite a large amount of soil. If the P. & C. is not financed enough to do this work, it will be impossible for it to carry it out.

Whilst the P. & C. is expected to do this, it is also expected to supply the school with a library. As we all know the Government subsidises libraries on a pound for pound basis up to £60 a year. Now, £60 for books for a library goes nowhere at a school where there are 600 to 700 children. In a school of that size, £200 for books, at the price they are today, would be a very small sum. But on top of that, under the subsidy scheme, the P. & C. is expected to find pianos, wireless sets, sporting equipment, projectors, and Gestetners. All this it does; and, of course, repairs and replacements have to be made from time to time.

I have a complaint from one school that it is not even getting sufficient paper for the Gestetner. The amount supplied by the department at the moment is, apparently, not sufficient. Whether this is applicable to all schools, I am not sure; but with the P.C.As having to find this amount of money for all these projects, year after year, it is not fair that they should be expected to fence the schools for the department, or to level and improve the grounds at their own expense. I think it is up to the department to assist and encourage the P.C.As in these worthy projects, which are saving the department many thousands of pounds a year throughout the State.

The P.C.As work hard, and in many cases they are running canteens and so on for the schools. I understand that where there is a high school, a canteen building is provided, but the canteen has to be run by the P.C.A. at its expense, and it makes what it can out of the canteen trading.

The SPEAKER (Mr. Hearman): The honourable member has another five minutes.

Mr. NORTON: The other matter I want to bring to the Minister's notice is the inadequacy of the school allowance, not only in the north-west, probably, but throughout the State. In the paper today we see where there has been an increase in air fares—they are up by 6 per cent. On the face of it, 6 per cent. does not look to be very much, but the position is that the children in the north-west have to leave their home towns to go away to school, and the parents are faced with these fares.

When we have a look at the air fares applying to a few towns in the north-west and compare them with the amount which is available to the parents—that is, £80 a year—we see that from half to more than the total amount is absorbed in the air fares. The Transport Department supplies one free return air fare, or two single air fares, per year per child. Naturally the parents wish to have their children home with them as much as possible; therefore they like to have them home after each term.

Starting with Carnarvon, the air fare applicable to a child is £16 4s. return under the new system. That means that out of the £80, the parents have to find £32 8s. for air fares. At Roebourne the parents are not as well off as those at Carnarvon—they have to find £48. But when we get to Kununurra we find that the two return air fares for one child amount to £97 12s. So those parents not only absorb the full living-away-from-home allowance, but require a further £17 12s.

Also, with the rise in school fees and the increased cost of board and lodging for children, plus the cost of their clothes, and so on, the £80 is swallowed up before the child has hardly started school.

I ask the Minister to give serious consideration to increasing the living-away-from-home allowance for children in the north-west; because, if that is not done, many of our senior civil servants who are up there doing a good job, and many of the people who are key men in various industries and who occupy important positions, will be forced to leave the area long before they otherwise would. It is to help in the development of the north and to assist those people who are doing such a good job in the area that I make this plea to the Minister to see whether something can be done by way of raising these school allowances.

The comments I have made here would be applicable in the Murchison, and probably in the Esperance area as well. All these districts in which there are no senior high schools are faced with the same problem. By assisting the people to whom I have referred, we will be assisting in the development of the north-west.

The SPEAKER (Mr. Hearman): Order! The honourable member's time has expired.

MR. MITCHELL (Stirling) [7.43 p.m.]: I would like to support the motion moved by the member for Mt. Lawley—the adoption of the Address-in-Reply. I wish also to say what a pleasure it is for me to be associated with the Government during this term of rapid agricultural and industrial expansion within the State.

No doubt we all appreciate this opportunity of making a few comments on affairs within the State, and of expressing a few hopes and desires in connection with the way in which those affairs will continue. Perhaps being such an insignificant part of the Government does have advantages, inasmuch as if one wants to express one's opinions and one finds they do not coincide with those of the rest of the Government supporters, or those of the Opposition, then that can be put down, I suppose, to the ignorance of the member concerned and probably passed over in that way. So, as I say, there are some advantages in being in my position of a junior member of the junior party in the House.

During the adjournment of the Parliament, I took it upon myself to try to broaden my experience somewhat by taking a trip up the north-west coast as far as Darwin, and back down through the centre to Alice Springs, and returning home from there. Perhaps I should offer an apology to some of the members of the Opposition who represent those northern parts in that I did not have the opportunity to advise them that I was passing through. Even if I had, it may not have been worth wasting their time to come to see me.

I would, however, like to express my appreciation to the Minister for the North-West and his departmental officers for making it possible for me to meet most of the civic leaders at the various ports along the coast and thereby enabling me to gain some knowledge of the problems confronting that part of the State. In the future I may, perhaps, be able to make some worth-while contribution to the debates in this House to assist the members representing those far-distant areas.

The highlight of the trip was the couple of days I spent at the Ord River. One would not need much imagination or much practical knowledge to realise that this is the commencement of a scheme which has a great future and which will make a tremendous contribution to the development of the State. I believe Opposition members were in power when this scheme

was first mooted and when the initial planning was carried out; but whoever was responsible for it deserves a tribute for the foresight and imagination that were shown and for putting the first part of the scheme into effect.

One of the aspects of a scheme such as this which worries me particularly is when we get some economic expert making damaging statements and wild suggestions—which we have heard so often in the last few months—about the economic worth of this area, in their desire to persuade the Commonwealth Government that it is not a wise investment to continue with the development of a major dam in the north of Western Australia.

One such gentleman recently made the suggestion that it would be far better to raise £30,000,000 to buy sheep and to stock properties in the south of the State with them than to stock the properties which surround the Ord River dam. He, of course, overlooked the fact that even if £30,000,000 were spent on the purchase of sheep to stock south-west properties that would not, in fact, increase the number of sheep in Australia by any number whatsoever. All that would be done—if his suggestion were carried into effect—would be to transfer the debt of £30,000,000 worth of sheep from one person to another.

If he had suggested that the money be used in payment of a subsidy for the purchase of one-year-old merino lambs he would have been making a contribution to the development of the sheep industry; but he would not make any contribution to it by merely transferring £30,000,000 worth of sheep from one property to another. Judging it on its economic worth, I sometimes wonder whether we get full value for our money by the education of people who make such suggestions.

I came across an interesting comparison that is worth mentioning; namely, that if we look at what the area in question will produce, based solely on economics, there is an example to be found in the Northern Territory, which is administered by the Commonwealth Government. Due to perhaps the most severe drought that has ever been known in that area, the number of cattle in the Northern Territory has been reduced to 186,000 head. For the year ended the 31st December, 1963, the Commonwealth Government, on all types of goods, services, buildings, capital works, and so on, spent £19,000,000 in the Northern Territory. If that amount is spread over 186,000 head of cattle, it works out to approximately £100 for each beast in the Northern Territory. That is truly a staggering sum if it is judged on production alone; but I would not be silly enough to suggest that the Commonwealth Government should not spend that money, because I believe the Northern Territory has to be developed in the same way as the northern part of this State.

Therefore I hope that whatever Government is in power after the next general election will push on with the development of the north of this State and the Ord River scheme, because I feel sure it could make a great contribution to the welfare of Western Australia and to Australia as a whole. To me, there is no question that when this major dam is completed and the surrounding country is irrigated it could make an extremely valuable economic contribution to the overall development of the State.

I feel convinced that if we could irrigate some of that country so that we could get the best quality cattle sent to the freezing works during the killing season, we would be doing something really valuable for the export of meat from Western Australia. On the trip up the coast I was told that, on account of the bad seasons this year, the grading of cattle in the Kimberleys at the meatworks was practically non-existent, because the beasts were really not fit to kill. That is a terrible shame when we have so much water going to waste in those parts which, instead, could be economically used for the development of pasture at the right time of the year and thus enable stock to be taken from the hinterland, fattened, and so forwarded to the meatworks as prime beef.

Therefore I hope everyone will support the Government in its endeavours to persuade the Commonwealth Government to make a contribution towards the development of the major dam on the Ord River. It may seem strange that I, a representative of one of the southern coastal areas so far distant from the north, should be seeking support for that project; but I am of the opinion that one could not do anything else but support it as an overall and major development.

Probably one of the most important lessons I learnt on the trip I did to the north is the value of water; its conservation; and its proper use. It is perhaps strange to be talking at this time of the use of water for irrigation purposes when the south-west has just experienced disastrous floods; but here again the conservation of water would have prevented, in some places, much of that flooding.

To me it is unwise that so much water should be wasted, and perhaps one of the developments which will make Australia really great is the conservation of all the water that it is possible to conserve for the production of primary products. I hope we will continue to push on with water conservation in all its forms in this State.

One of the forms to which I would like to draw the Government's attention is assistance to smaller settlers to enable them to provide their own irrigation schemes. I am of the opinion that we have an excellent opportunity to irrigate small

areas of privately-controlled land for the production of fruit, potatoes, and other products. This could be effected by the building of dams and earthworks for the conservation of water. There is no question that, owing to selective markets, we cannot produce fruit of a quality to meet overseas demand unless we have sufficient water for its production. The Government should give serious consideration to granting assistance to small men so that they may be able to conserve some water to irrigate their properties for fruit growing or whatever type of agricultural production they are engaged in.

Agricultural production has increased tremendously in recent years. The Minister for Agriculture and his officers have done an excellent job in assisting and fostering that development, but we still have to watch carefully the spread of noxious weeds which, in some places, appears to be getting worse instead of better. It is pleasing to see that the Farmers' Union is encouraging the Government to impose further taxes so that we may have greater control over noxious weeds.

Cape tulip is one that comes to my mind. It is stated that this pest is spreading more rapidly than it has done in the past; but whether that is so is hard to say. Suffice to say that it is spreading in some of the better and wetter parts of the State; and a careful watch will have to be kept, or the State will be in a serious position so far as the spread of this and other noxious weeds is concerned. We know that strict quarantine regulations are in force to prevent the importation of noxious weeds from the Eastern States, which is all to the good. We should make sure that those regulations are enforced.

The sheep industry in Western Australia is expanding at a terrific rate, and one of the most difficult problems confronting it at present is the production of sufficient sheep to stock the newly developed properties. Many of those engaged in the industry have brought this about because of their desire to obtain—as it seems to them—easy money; that is, by running a flock of dry sheep simply for the production of wool. It is quite evident that to run dry sheep requires less work and less attention and is more profitable in certain conditions. However, I think those who are engaged in the industry have done a disservice to themselves inasmuch as they have neglected their opportunity to breed the sheep necessary to stock the new pastures which are expanding so rapidly in this State.

Another innovation—if one might call it that—in the sheep industry has been what is termed the new idea of set stocking. To me, this is something like the atomic bomb in that it is very good in the hands of people who know how to look after it. But there is a terrific risk in placing a certain number of stock in a

paddock irrespective of whether it will carry them, and irrespective of the season; and leaving them there in the hope that somebody will provide them with sufficient feed to carry them through the year. I have always maintained—and I think records will prove this—that properly managed pasture, used to its fullest extent, but not over used, and fed in rotation, will provide a better-balanced diet and a higher stock rate than will be obtained by putting a certain number of sheep in a paddock irrespective of their condition and hoping they will live.

The dairying industry is one which we, as members of Parliament—and of course the Government—should have a serious look at. At present, Western Australia is importing a tremendous quantity of dairy produce from the Eastern States. This seems to be a ridiculous situation, because in this State we have some of the best dairying land in Australia. In the past too much emphasis was placed on the fact that only a small area of land was required to establish a very good dairy farm.

Financial institutions, the Government, and all others who are concerned, must make a fresh approach to dairy farming in Western Australia. It is wrong to expect dairy farms to be conducted on a one-man basis. It has been said that 200 acres of pasture, and 40 cows, make an economic proposition for a dairy farm. That meant one man on his own had to work seven days a week; but that is not good enough in these enlightened days. The only hope for the dairying industry is the amalgamation, where necessary, of two farms. That would enable two men to run 80 cows on 400 acres, and they would have one weekend off in every two weeks. The dairying industry will make a big expansion if it is given the right lead. The day should come when this State will not be an importer of dairy products from the Eastern States.

It is pleasing to note that at last we have seen some semblance of a scheme on wool marketing. My only regret is that after the leaders of the wool industry appointed a committee to examine this problem of marketing—and this committee has made a recommendation which, to me, should be the basis of a future marketing scheme—so many red herrings have been drawn across the trail, because somebody thought that the committee was out to destroy a small section of the industry.

To my mind the recommendations of the committee may not be all that is desired. If I were concerned personally I would have an acquisition scheme, a wool pool, and wool sold by private treaty; but the people who have been appointed to this expert committee have examined the rights and wrongs of the problem, and have come up with a suggestion of a reserve-price scheme within the present auction system. I am appalled to hear

such an amount of opposition from the growers because they believe the private buyers will be deprived of their right to buy wool.

The private buyers operated during the last war. Under the wartime appraisal scheme they were able to carry on. If the private buyers provide the service which they claim they provide, I can see no reason why they should not operate under the proposed marketing scheme. I would be the last to suggest that any section of the community should be deprived of its rights; but after having spent almost a lifetime connected with the wool industry in all its forms I realise only too well the time has arrived when the wool industry should be given some form of stability.

At least four times during my lifetime I saw growers in the wool industry making strenuous efforts to bring about an organised marketing scheme. Immediately pressure was brought to bear, the price of wool took a remarkable rise. Woolgrowers were lulled into a false sense of security that everything was all right, and they went cold on the idea of an organised marketing scheme. We know too well what happened. The wool industry has always been the plaything of international finance, and until we get some form of stability it will continue to be so.

As I see it, the proposed marketing scheme is not perfect, and the suggestions made by the expert committee may not be the ones I would make. But at least we have a basis on which some organised marketing system might take place. There is some basis on which to build a scheme to obviate the great fluctuations in price which take place from time to time within the wool industry, with damaging effect on the growers, and on Government revenue, and with no benefit to the consumers of the articles made from the wool that is produced.

I would like to touch on industrial development which is taking place in Western Australia. As an agriculturist I have always been impressed with the necessity of agriculture and industry going hand in hand. What amazes me is that many people express the opinion—I have heard it in this House and all over the State—that the Government should establish a particular industry in their town.

In my view it is not the duty of the Government to establish industries. If industrial expansion is to continue, as it is in Western Australia, then the sequence of events is as follows: Firstly, an effort should be made to find a product which a district can economically produce. Then the Government should give every encouragement to its production, then to processing it to some extent, and to the establishment of industry to service industries already established there.

I have seen this in operation in a small country town. In this case the Minister and his department went out of their way to assist in this industrial development. Although it is only a small industry, its establishment has been worth while and has contributed to the increase in population in the town. I hope the department will continue to foster the development of small industries in country towns, so that we can bring about a balanced economy, for which we are all looking. It is not possible for this State to develop to its fullest extent unless industry and agriculture walk together, hand in hand.

Housing presents a problem in a rapidly expanding State, such as Western Australia. In my district we have been fortunate in that housing has almost kept pace with the demand in the various towns. Even the smallest towns have received the consideration which can be expected of the State Housing Commission. I reiterate what I said two years ago: One problem which still faces us is the housing of employees, and of farmers on their own properties. There is difficulty in furnishing the security required by the Housing Commission to obtain finance for building houses on farms. This difficulty should be attacked and overcome. The Housing Commission might make some effort to assist in the housing of farm employees in particular, and of the farmers themselves.

We have heard in this House over the last two years the statement that farmers are the one class of people who do not wish to pay decent wages, and who do not wish to treat their employees as they should be treated. That is all rubbish. The farmers are more inclined to require the provision of good equipment, good housing, and good wages, than any other section of the community.

Today many farmers are still working on bank finance; and the first suggestion which the banks make when a farmer finds difficulty in making ends meet, as they did a few years ago, is that the farmer should reduce his work force. If a farmer were to suggest that finance be made available to build a house for his employees, that is the last thing to which the financial institutions would agree. We have to consider this matter as a Government and as a Parliament. We should make sure that people are placed in such a position that they can be allowed to provide reasonable facilities for the staff they would like to employ.

I have spoken on the subject of native welfare on two previous occasions, but I would like to pass a few more comments. Fears were expressed in this House last year that all kinds of tragedies would arise if natives were given the right to obtain liquor, and other rights under the citizenship legislation. Fortunately those fears proved to be groundless. A few cases

have occurred where natives have taken advantage of their position under the new legislation, but not to the extent feared.

In my view the Minister for Native Welfare and his department are doing an excellent job in educating the native children, and this leaves nothing to be desired. There appears to be room for the department to do more in finding employment for native children after they leave school. There is a blank gap between the age when most native children leave school—that is, at 14 years of age—and when they reach adulthood at 16 to 18 years of age. Every effort should be made to close that gap in their lives, to make sure that they are taken through their schooling to adulthood without any gap in their education or employment.

The department is also doing a tremendous job in providing houses for the natives. Numbers of houses are being built in the country for them, and that is all to the good. However, there is still a problem in that no steps have been taken to enable these people to be allocated land so that they may become farmers in their own right. I hope that before all the land in this State has been allocated some of these people will be given an opportunity to acquire land, so that they will not be placed in the position where, after having been educated, they have no other occupation but to work for farmers and other employers.

Regarding electricity supplies, so far as the country areas are concerned rapid progress is being made under the contributory scheme. With the large number of applications which have been received the progress is not as fast as I would like it to be. Anyone with experience of mainline electricity supply in country districts will realise what a tremendous boon electricity is to the farmer and country dweller. The State Electricity Commission is doing all it can in extending supplies as rapidly as possible. I hope the Minister and the commission will make every effort to ensure that this much-needed amenity is extended at a faster rate. There is probably nothing else contributing more to country life today than the provision of electricity and the good roads which we are getting all over the State.

Education in my particular area is going as well as can be expected. The service of the department leaves nothing to be desired. There was established recently in our own school a slow learners' class, and strenuous efforts have been made to establish in Albany a class for mentally-retarded children. However, on some occasions these two classes of children are taught together, and I believe this is a mistake. Mentally retarded children and slow learners, as we know them, should be kept separate and taught separately. If that were done it would benefit all concerned.

The war service land settlement scheme has almost achieved its purpose. We have seen the development of this scheme and the marked impression it has made on the southern area of the State. My friend from Albany mentioned the other night a new State and the hope that one day we would in the south have a new State. One of the main contentions of those who support the development of such a new State is that Governments—of whatever political complexion—have not spent enough money in the southern area of Western Australia.

However, recently we heard that in the vicinity of £40,000,000 has been spent on war service land settlement in Western Australia, and that almost 1,000,000 acres have been brought under control through this scheme. When we consider that 850,000 acres of that total is in the Albany zone, and that the bulk of that £40,000,000—possibly in the vicinity of £30,000,000—has been spent under this scheme at the Albany end of the State, I think we must regard that as conclusive proof that some Governments at least have spent some money in the southern areas. By anyone's reckoning £30,000,000 is quite a sizeable amount, and it has made a contribution to the development of that area perhaps as great as the expenditure of £30,000,000 would make to the development of the Kimberley area.

Therefore I do hope that we will not waste time talking about a new State. If there are any faults in the present State, it is the task of this Parliament to correct them. That is what I believe we are here for. If I consider that the Government of the day is not spending sufficient in my own electorate, then it is my job to see that the position is rectified.

Mr. J. Hegney: What about the establishment of a new university in your area?

Mr. MITCHELL: It might be a good idea if we could establish one outside the metropolitan area; but I would not be competent to express an opinion as to which would be the best place to establish educational facilities of that nature.

In conclusion I would just like to thank members for the courtesy and consideration they have shown me during the last two years, and to thank those people in authority who have been so helpful to me in the carrying out of the duties imposed upon me by election to the Parliament. This applies particularly to the heads of the various Government departments. They are a body of men who are dedicated to the service of the country and the service of the State. It has been a pleasure to work with them, and I have received nothing but kindness, courtesy, and consideration from them; and I would like to say how much I appreciate that help.

MR. KELLY (Merredin-Yilgarn) [8.20 p.m.]: Whilst I could agree with some of the statements made by the member for Stirling, particularly his remarks in connection with dairying and the wool industry, I am afraid I could not go along entirely with him on the very rosy picture he painted on behalf of the front bench.

Mr. Mitchell: I would not expect you to.

Mr. KELLY: I think that, far from it having no loopholes at all, there are considerable breaches in the armour of the gentlemen occupying those benches at present. In speaking to the motion for the adoption of the Address-in-Reply, I find it would be very much easier to speak to a section that we could call "omissions" rather than those features contained in the Speech which we are now discussing.

I have no intention of going, in any great detail, into the matters which are contained in the Governor's Speech, because I have a few other subjects outside it altogether with which I wish to deal. However, I could not let this opportunity pass without browsing in the Speech sufficiently long to ascertain that there are 2,500 words contained in it, and that some of the major industries have received very scant mention.

The member for Stirling spoke of dairying. I think there are exactly 23 words in the Governor's Speech in connection with dairying and nothing at all of the generally precarious position of the industry, taking it in its entirety. I would have thought it would be possible for the Government to submit some scheme whereby this industry could be raised from the doldrums before very long instead of being allowed to go further down the scale. I hope to deal at a later stage very fully with this industry and therefore will leave my comments on it on this occasion at that point.

The member for Stirling also spoke about the achievement of the Government in connection with industries established in country areas. I have yet to be shown very much in the way of establishment of industry in country areas with the exception of one or two places which have been favoured geographically in the quantity of minerals they have. However, as far as decentralisation is concerned, despite the seminars, we are getting nowhere at all.

It is very nice at these seminars for men who know their subjects to get together and express their opinions and tell whoever is in charge of the seminars—perhaps the Minister, if he has made an address—what they think should be done in the areas concerned. However, as far as achieving anything towards decentralisation is concerned, I think that the word "decentralisation" should be scrubbed from the English dictionary, because we

have no semblance of it anywhere at all. As a matter of fact, the 29 words contained in the Speech are delightfully vague. That is the best I could say of them.

Another important industry in Western Australia and one on the back of which the State has ridden over a period of years—prior to the rise in importance of the wool industry—is the goldmining industry. Yet in a document of 2,500 words there are exactly seven words on gold, these merely telling the production for last year. There are another 11 words on minerals. So a very important industry in this State's general make-up is almost entirely neglected. As on the subject of the dairying industry, I will have a lot to say on the goldmining industry at an early opportunity.

Finally, before embarking on the contribution I want to make on this occasion, I desire to comment on the remark made by the member for Stirling. He said that there is nothing to be desired in his area—I take it he means his electorate—from the educational point of view. I am very glad to know he can be that satisfied. But I can assure him there are many others who are not; and I hope that before very many moments the Minister for Education will resume his seat, as I have a number of matters which I feel are important and that he should hear. I would rather he heard them than read them, because the position is not as rosy in most cases as the House might perhaps have been led to believe following the statement made by the member for Stirling a few moments ago.

I think that in surveying the educational position throughout Australia—as well as in conjunction with our own immediate difficulties here—it can be said that the agitation for better conditions and greater expenditure is nation-wide. It is not confined to any one State. Notwithstanding the statement made by Sir Robert Menzies that education is not a national matter and should not be put into that category, I feel there is ample evidence indicating that it should be a national responsibility. I do not say that the total control should be in the hands of the Federal Government, but I do feel there is a great and growing necessity for uniformity in our educational outlook—in our spending and in the curriculum which is to be followed in all States.

It is a ludicrous situation that almost every State has an entirely different educational syllabus and that kiddies who are taught up to a particular standard in one State would not have reached that standard if they had received tuition in another State. There is a great disparity between the standard of education extended to children in each State. If we were to attain some degree of uniformity on that point alone we would be in a better position than we are in today.

Of course, education over a period of years has called for greater amounts of expenditure, and every State in Australia has found very large sums for different sections of education. Because of the fact that this is a non-revenue-producing department, education financially must be an embarrassment to succeeding Governments; but, at the same time, I think that we can get to the stage of doing too little for too long, because if we do not grapple very soon with the situation that is to be found in a number of areas it will snowball and we will never catch up with the requirements of education generally.

In referring matters to the Minister I find that there is a great lag from the time of appeal to him and when one gets a reply. There is an acknowledgment, in most cases, and that is received fairly promptly. But nothing further seems to be done, and it takes anything from one to two or three months before a reply finally comes to hand. Recently I brought to his notice a matter in connection with a very small school of only 70 pupils, the school at Babakin. I was informed at Babakin that inspections had been made on a number of occasions and successive inspectors knew exactly what was required. But each one in his turn made a statement to the local P. & C. Association that funds were not available. Of course, an answer like that is all right for perhaps one year, but it is a poor old excuse to use on a number of occasions.

The local P. & C. Association apparently was under the impression that the Government—or the Minister through the Director—had been approached; but evidently such was not the case, because the Minister himself told me only recently that an inspection would have to be made to find out how much of the case I had presented was correct, and to see what could be done and when it could be done. That is not good enough. When a member writes in concerning parts of his electorate which need attention, I think the Minister should have the means of getting to the seat of the trouble quickly and obtaining a report if one is not already in the department's records. As I am given to understand that in this case a report had already been made, something should have been done to obtain it immediately; because in this instance the school concerned is frightfully dilapidated and many matters require attention. As a matter of fact, if the recent strong winds had blown the school away, so long as no children were in it at the time, it would have been better for everyone concerned, because a fresh start could have been made. At the moment it is a disgrace.

His Excellency the Governor has notified the local people that he will be passing through the town and he would like to inspect the school. I hope he will give as complete an account to the Government

of what he sees there as he gave over TV recently in connection with his trip around Western Australia.

I should now like to continue with a discussion on the position in which we are told the Education Department finds itself at the moment. It would be interesting to read to the House some particulars which, if I am not mistaken, other members have already received. I refer to a document which emanated from the capital of the Vasse electorate. I understand that the place concerned is the heart of the territory of the Minister for Lands, and the particulars I wish to quote take the form of a letter written by the Parents and Citizens' Association of Busselton. This association has written to many other associations, if not all associations throughout Western Australia, asking them to help overcome the lag in school facilities generally.

Since this document was sent to me I have received a number of other letters from P. & C. associations applauding the statements made in the document and asking for my support, in some cases as their political representative, and in other cases because I am a member of Parliament. There are two or three matters in the letter that I would like to place on record because I think they more or less cover the general requirements of many of our out-back schools. The letter starts off in this way—

At the last meeting of the Busselton P. & C.A. the following motion was passed:—

"That Primary Schools P. & C.A.'s throughout the State be asked to unite with us in bringing pressure to bear on the Government for greatly increased financial aid for Primary Schools."

The letter continues in that strain and finally, listed on the back, are matters that require attention.

Mr. Moir: Did the member for Vasse have a copy of that sent to him?

Mr. KELLY: I am not sure, but I think he would have a copy. Apparently all is not well in his electorate when a document of this kind comes from the heart of his own area. Sixteen items are listed, and this particular association is seeking the assistance of other P. & C. associations throughout Western Australia. The items listed are as follows:—

- (1) Sufficient classrooms for present and future needs.
- (2) Replacement of "temporary" classrooms (Bristol Prefabs and Monocretes) by permanent structures.
- (3) One room in each large school to be set aside and equipped for a Special Class or Remedial Class, and a trained teacher to be supplied.

- (4) More equipment for new schools.
- (5) Replacement of antiquated and worn out furniture or stock.
- (6) Improvement in standards of equipment, to equal that in High Schools.
- (7) Provision of more and better shelter sheds.
- (8) Improvement of ventilation, and heating and cooling arrangements for exposed classrooms.
- (9) Further increase in the number of teachers and classrooms to allow for smaller classes for:—
 - (a) Teachers in their first year of teaching.
 - (b) "C" classes, remedial classes and other backward classes.
 - (c) Grade 1 classes.
- (10) Extensions to bus services to reduce the distance walked by children to meet the bus.
- (11) Reconditioning of toilet blocks to bring them up to modern standards.
- (12) Improvement of staff amenities to bring them up to High School levels. This includes wash and change-rooms and toilets separate from the children's toilets.
- (13) Extension in scope and amount of the present P.T. subsidy to help in the purchase of sports equipment.
- (14) A subsidy to aid the H.M. or P. & C.A. to improve the appearance of the school grounds.
- (15) The elimination of delays in present periodic benefits such as Repairs and Renovations to schools, Medical Examinations, Dental Services.
- (16) More itinerant specialist teachers for advising and demonstrating in country schools.

Each of the other associations which has written to me has expressed a keen desire to see the recommendations set out in the document given attention by the Government; because they all believe that if not all of the recommendations are applicable in individual instances there are many that could be regarded as important issues in many of our country schools.

As a matter of fact, one or two of the items mentioned are ones that I had already decided to touch on during my comments in this House. One which is a very live subject at present is that of teachers' houses. This question has been a hardy annual for some years and it has been before this Government for at least the last three to four years. We have had many instances where assurances have been given by the Premier, or the Minister concerned that a scheme to provide better accommodation for teachers throughout Western Australia was almost complete

and ready for adoption. At present teachers are not even on a basis similar to that provided for other sections of industry in country areas, such as the water supply, railways, and so on. Whilst employees in those departments are far from being in a position where they could be said to be satisfactorily housed, they are provided with better housing than teachers throughout Western Australia.

On the 4th of this month the Deputy Leader of the Opposition asked a number of questions on this subject. He asked whether a scheme had been formulated so that the relief which had been promised could be provided. The Premier's reply was that the matter had not been resolved; nor had any decision been made by the Government which would bring about the desired result. He went on to say—

Further discussions between the Teachers' Union, the Civil Service Association, and the Public Service Commissioner are planned to take place shortly.

Of course that is the type of thing we have been getting for some time now; and judging by the comments of the teachers throughout Western Australia, I would say that their patience has been considerably taxed and they are looking for much better housing than they have had up to date. They had been led to believe that the question had been almost resolved.

I remember that 2½ years ago I wanted some improvements made at Burracoppin. I presented some good reasons why the teacher's accommodation there should be greatly improved and a better school provided. I was told then that a cottage or a house for the teacher could not be provided because the matter was under review by the Government with the idea of formulating a scheme to cover all teachers' housing. Of course, that scheme has not come to fruition; and we find that today we are still in exactly the same position as we were then, so much so that the W.A. Teachers' Wives Association is becoming restless about the matter, and a circular letter, which emanated from the electorate of Moore, was distributed.

That is the territory of the Minister for Education, and it is remarkable that right under his very nose an association known as the W.A. Teachers' Wives Association should have to try to do something about the housing of teachers. That association, too, has joined in the plea for better conditions, and the letter states—

Our Association has been informed by the Hon. Minister for Education that the Government Employees Housing Bill is likely to come before Parliament in the next session.

The letter was written in Dalwallinu in July, 1964, and we still have no indication of whether the legislation is to come before Parliament this year. I noticed that

in the Governor's Speech 19 Bills are listed to come before the House this session, but not one of them has anything to do with a teachers' housing scheme which the Government is supposed to be launching.

The letter goes on to say that in view of the Premier's assurance to the National Council of Women, with which the other association is affiliated, that Parliament is ready and anxious to consider the women's point of view, they would like to put their case forward.

I will not weary the House with the entire case, but it is one that has existed for a long time. I have two pages dealing with the situation, and each paragraph is charged with placing the responsibility on the Government for not doing something about it before this time. If the Government has any intention of bringing in legislation either this session or on a Mavourneen basis, I trust that it will give urgent attention to this matter to enable some progress to be made this session.

There is a matter to which the Government could give some thought; and that is the possibility of providing hostels for other than married teachers. I now confine my remarks to the single female teachers. There are a number of large towns in Western Australia where anything from eight or nine to 14 or 15 female teachers have to be housed; and great difficulty is always experienced in getting accommodation for them. It is very costly for them to go to a hotel, a boarding house, or a motel, because what they will have to pay will leave very little out of their salaries.

It would be possible, however, in association with the local authority, to institute a scheme under which hostels could be built in the several areas I have in mind. There would probably be only five or six in Western Australia where the Government could advance portion of the money and, in consultation with the local authority, erect buildings such as those I have suggested, which could be controlled by the local authority with a view to overcoming the difficulty experienced by many unmarried female teachers who, at the moment, have to find haphazard accommodation in private homes and in hotels at a high cost.

This very undesirable position seems to be getting worse as the size of the schools increases. Quite apart from schoolteachers hostels of this kind could house many other girls in similar circumstances; girls who have difficulty in obtaining accommodation. There are girls who are employed by shire councils—in the larger councils there are generally four or five girls so employed. There are also girls employed in post offices who find difficulty in obtaining accommodation, as do those who are employed in business houses. If my suggestion were adopted these girls could be provided with suitable and comfortable accommodation. Accordingly, I

hope the suggestion will be accepted and that hostels will be erected in the very near future, in collaboration with local authorities, to house these young unmarried girls.

Another matter to which I would like to refer is that concerning the school bus system. If the Minister were in his seat I know he would say we are spending £1,000,000 now on school buses. That may be so; but as in other branches of education we have had to extend the service, until now it has passed the £1,000,000 mark; and, of course, it must continue to increase.

The present system has many shortcomings. As a matter of fact I would say that a very good system in many of the areas is being spoilt by the absence of the proverbial haporth of tar. I do not think the extra expense involved would be very great to bring this bus system to a degree of satisfaction in Western Australia in which our school bus requirements could be met. I suppose it could be said contradictorily that we would never be satisfied, but I assure the Minister that people can be satisfied. I spoke at some length on this subject last year, and suggested that the whole school bus system be placed in the hands of experts rather than be handled departmentally.

We have known in past years that a saving could be effected in a number of directions by curtailing the mileage on some of the runs where the boundaries are contiguous or close to one another; or in so far as it relates to the school population, and where little rearrangement could make all the difference in improving the present bus services. If this were done many of the extensions calling out for attention could be granted. I am sure that the re-routing of some of these services in the categories I have mentioned could bring about a considerable saving, and there may not be a great need for an overall financial increase.

I have had considerable correspondence with the Minister in connection with the bus service known as the Albany Downs Bus Service. From the point of view of the parents in the area this bus run does not appear to have very many great difficulties; nor can I see any great difficulty, because it is one of those bus runs that has a regular number to cater for. It may fluctuate by one or two, but the tendency in the past has been for it to move up rather than down. In spite of that there appears to be no improvement. The people concerned have been battling for a number of years, but the story they have been told has been the same throughout. Their numbers are greatly increasing and yet we find they have been refused, time and again, by the Minister very politely writing back giving the position as he sees it. This sort of thing cannot be tolerated much longer.

Mr. Gayfer: Which school is this?

Mr. KELLY: The bus service centering on Bruce Rock. I think these people are entitled to something better. If we had time to go over the circumstances of this run we would realise that it is one of a number where the difficulties could be ironed out by a little rearrangement. I think that in some areas the difficulties being experienced are largely brought about by the bus capacity. That frequently determines what should occur on a particular run. Not only is the bus capacity taken into consideration but the mileage it has to travel is also one of the factors to which Governments of all colour have had to give a great deal of attention. So hardships are created time and again, because a bus run is extended to its fullest in so far as mileage is concerned, and yet is incomplete when one considers the service given.

Mr. Gayfer: It is possible that the bus committees are not doing their job.

Mr. KELLY: I would not say that; because most of the bus committees make recommendations, but nine times out of 10 they receive the same stereotyped reply to the effect that consideration will be given to the matter, but that at the present time there is not sufficient finance available, and they will be contacted at some future date, when perhaps something might be done; but, of course, it is never done. I think these people are entitled to something better. They tell me that for six years they have been trying to get something done with this service.

Although we have a school at Ardathe the bus service which is fully extended in its capacity and mileage runs within 1½ miles of an established school. In doing that it travels a maximum distance of 48 miles each way, which means that in some cases the children have to travel no less than 96 miles per day. A number of these children are picked up at 7.12 a.m. in one week and at 7.20 a.m. the following week—clockwise and anti-clockwise. Some are set down as late as 5.15 p.m. Notwithstanding the fact that the Minister tells me they are in the bus for an hour and a quarter my arithmetic makes me think differently.

Not only are the children travelling this long distance and being picked up early and dropped late, but some of them are also riding many miles on bicycles to the point of pick-up. So it can be seen they have a pretty strenuous time in getting to the bus in the morning, and getting home after a day's work. The position is that those at the extreme ends of a service of this kind get home too late to carry out any of the normal home duties expected of children if they are well brought up; and all they have time for is to be bathed, given supper, and put into bed. There is no time for lessons or anything else,

because they must be up early next morning. It is too much to ask of these children.

There is a very simple solution to the whole set-up, because there are two distinct bus routes. There is one on the north side of the Bruce Rock-Shackleton road and one on the south side. If two buses were adopted there would be sufficient children for each and they would be able to get home at a reasonable time under reasonable conditions. But we find the department continues with this policy of overloading. I would like to know what the position would be if an overloaded bus met with an accident. Would the parents of the children be paid any insurance?

I would like to read a letter from the Minister in reply to one I wrote him. It reads as follows:—

In reply to your further letter of the 12th May the question of carrying 59 children in a bus with a seating capacity of 49, without any of them standing, as advised in my letter to you of the 23rd April has been referred to the local headmaster, who reports that some relief to the normal loading is given by absent children and also by the fact that, on the clockwise travelling of the bus, six children are usually picked up at the school by their parents.

Assuming that is right and that five or six children are picked up by their parents; it still leaves an overcrowded bus. The five or six children are probably picked up once or twice a week, which means that for the majority of the time they occupy an overcrowded bus.

The Minister goes on to say—

It is admitted that this bus is very full and that the circular service is near the maximum desired length.

Of course it is! It is not only in excess of the desired length, but two smaller services could cater for the whole of the children without any difficulty whatsoever. He then says—

I have caused some assessment to be made of the cost of converting this service into two services and a careful computation shows that the change would cost at least £1,000 extra to the department.

My goodness me! Are we going to spend £1,000,000 on a project of this kind and consider that £1,000 will break its back? Surely to goodness the additional expenditure would be warranted if only to bring about a lesser degree of accident risk—and accident risk there is when there is a number of children in excess of the total that the bus can carry at all times.

Mr. Tonkin: Why £1,000? The Government gave away £3,000 profit that was never made.

Mr. KELLY: That is the honourable member's fight with the Minister for Industrial Development; but I believe it is quite true. The final paragraph of the Minister's letter is as follows:—

In view of the lack of permanency of some of the children the numbers could fluctuate, either to ease the loading or seriously overcrowd it. In the latter case the question of conversion to two services would have to be given further consideration.

So if we put in another three or four children, the Government has to put in the extra service, but the ridiculous part of this is that a fluctuation takes place all the time in the upper bracket. It is not a matter of 50 today and 45 tomorrow; it is a matter of 45 today, 47 tomorrow, and in three months' time 49. From the census taken in this area I would say the position not likely to be overtaken and there will be no decrease for a number of years.

In recent times we have had to extend our personal sympathies and the sympathies of the nation to many parts of Western Australia that have been inundated as a result of flood water. A tremendous amount of personal damage has taken place and subscriptions have been started to help those people who are in a necessitous position. Up to a degree, I think that is right; but looking through the statements that have been made in connection with all of this devastation that has taken place we find the Government of Western Australia, which handles £90,000,000-odd per year, is offering in the way of non-repayable assistance a sum of £10,000; yet in various places it is estimated that the cost to the people generally will be somewhere in the vicinity of £500,000.

I think the £10,000 could quite easily have been £100,000, despite the fact that we know the Government will be called upon to make many other contributions, and is doing so at the present time by way of fixing up highways, railways, and all the rest of it. However, these are matters that the State has to shoulder anyway, and a little bit of quick assistance to people who have lost everything in these disastrous floods would relieve their lot tremendously.

The areas to which I have referred are not the only ones that have been affected. We have other instances where man-made activities have brought about, in the eyes of many expert people, much devastation; and one of the areas I wish to mention is one in which the Minister for Works has a continuing interest by virtue of the fact that it is part and parcel of his own electorate. Over a period of years the Serpentine River has been the subject of complaint because there has never been enough water for the people during the summer; request after request has been made at times when the river has not run at all, excepting with water released from the

dam. Complaints have been made that insufficient water is allowed down the river channel for the use of the people situated from one end of the Serpentine to the other, but never has there been the great amount of flooding that has taken place on this occasion.

There have been times when excess water from the higher areas has inundated the land, but in most cases that water has got away reasonably quickly. However, as the years have gone by, through lack of attention to the drains and to the main water-courses in that area, in conjunction with the extra amount of water that has come down the Serpentine on this occasion, the drains and the river have been rendered totally inadequate to carry the water that has been put through these channels in recent times. As far as the local water caused by rainfall is concerned, every settler is able to handle that with ease and it does not give any matter for concern at all; but the water that has been released in such huge quantities has brought about the position to which I have referred.

The Minister met some of these people only recently and he made a promise that certain things would be done. All I want to say to the Government in support of whatever the Minister wants to do in this connection is that it is a major issue because this flooding has ruined everybody in that area this year. Whereas they were likely to have received 150,000 to 200,000 bales of hay in that area, they will be reduced to practically nil. Much of the country has been washed out and has gone down the drain; and a terrific amount of soil will be needed to bring back the eroded areas.

The main drain has broken its banks in probably 20 places; and I think the Government has used about 7,000 sandbags in order to recover some of the position that occurred over a period of 24 hours less than three weeks ago. Of course, there is no guarantee that this position will not occur annually, or whenever there is a heavy rainfall. I think the Minister has the idea of drawing off some of the water that normally is let into the Serpentine by utilising it in some other parts of the water system. That may have some good effect; but I can assure him that unless these drains are fixed and the river completely desnagged, and the whole of the surplus sand that has built up in the river areas, and the trees that have grown up over a period of years in the lower reaches of the river are totally removed, the present position could occur from time to time.

I think in one place the main river has broken its bank to the extent of 2½ chains. Goodness knows how many sandbags would be required now to stem the tide of water to get the banks back into position! Unless permanent work is put into this area

it will be subject to annual flooding because the water is not getting away fast enough. I am led to believe there is only a 7 ft. fall between the Serpentine bridge and the estuary. That may be so; but if we impede that 7 ft. in the lower reaches, there is nothing else for it but that the banks must burst; and the moment they do the whole countryside will be 6 ft. or 7 ft. under water.

I asked the Minister the other day if he were aware that some of the people down there were able to put their ski boats in the water at their back doors and go willy-nilly over the whole of their fences and never touch one. That was the position in that area a week or 10 days ago. Apart from all the work that has to be done there and in other flooded areas of the State, I think the Government should establish a pool of the various commodities that will be required to bring some of this land back into production.

I do not think anyone wants charity. Let me assure the Minister fully on that point. But I think the Government should establish a pool that would cover seed for replanting. Many people will have to replant in the next month or so as the water recedes. Some are only now producing a quarter of what they were previously, and I think in conjunction with replanting, a pool should be established that would cater for the supply of seeds to farmers of the various kinds that would be of use to help rejuvenate their country. Superphosphate could be in a similar category as the expenses to be incurred will be too heavy for these people to bear.

I know three or four in that area who are seriously considering getting out, but all they have to offer is a flooded area. Some of these people have been building up their properties for 10, 12, and 14 years, and some longer, and now the land has been washed away from under their feet. Therefore, I would urge the Minister and the Government to endeavour to establish a pool, because it will be called upon to provide the same items in many parts of the State; and the only way out for many people will be for them to be granted various supplies on extended terms; because, if left to their own devices, many will not be financial enough to rejuvenate their properties. They will lose a whole 12 months because none of the summer land will be available to them as nine out of 10 have to pay cash for super and fuel for machines to put the country in order again. Unless something is done to help these people the State will suffer a loss.

Therefore I ask the Minister to give serious consideration to the establishment of this type of pool so that extended terms of purchase may be made available to many of these people who otherwise will have a very difficult period ahead.

MR. I. W. MANNING (Wellington) [9.15 p.m.]: I wish to take this opportunity of making some comments on some of the problems that affect my electorate. I want to refer in particular to the damage that has resulted from the recent floods. First and foremost I should like to touch on the position in the Bunbury district, where many of the housing areas were very badly flooded. One of the problems I see in this is the lack of drainage in the residential areas. Land has been taken over by the State Housing Commission and houses have been erected; but so far as I can see, no provision has been made for drainage in the areas concerned. I suggest that in future when areas are cut up for housing purposes, as has been done on the outskirts of Bunbury—the Carey Park area in particular—some provision for drainage should be made before houses are erected. We would then not have confusion following a wet winter such as we have had, and we would not have the problem of draining the areas.

It seems a ridiculous state of affairs if on each occasion that there is a heavy downfall of rain we are to have a build-up of water in every hollow. If the area is tile drained or drained with agricultural pipes underground, and if a proper system of drainage is installed, we will not have this recurring problem. After continuous and heavy rain the build-up of water must be carried away, otherwise people will find themselves walking through 12 inches or more of water in order to get to their homes. Most of the areas are suitable for building purposes, but some attention to draining should be given before an area is set aside for housing.

Mr. J. Hegney: You refer to the need for main drains.

Mr. I. W. MANNING: In a lot of the areas the main drains are too remote to have any real effect and if rain is continuous and heavy they serve very little purpose. There must be some way of keeping the water moving, which is not possible if the area of land is undulating and there are hollows and depressions.

Another major problem is the damage caused by the flooding of the rivers, particularly the Collie and Preston Rivers. In my electorate, which runs from Boyanup to Bunbury, the Preston River has caused a great deal of devastation. Bridges have been washed away and damaged. Orchards near the banks of the river have been severely damaged and considerable loss has been sustained by both farmers and orchardists. In some places the river is twice as wide as it was before the heavy rains and there has been considerable erosion.

I think orchardists would suffer from flooding more than other types of farmers; because, in the case of citrus orchards, the fruit is still on the trees waiting to be picked, and much of it has

been so damaged that it will not be of any value. Not only have orchardists lost their current crop, but they have also lost a lot of trees because they have been torn up by the water and they will not be of any further use. A great deal of damage has been caused along the banks of the Preston River.

It will be necessary to survey the Collie and Preston Rivers in particular to see what can be done towards providing protection along the banks in the future. Most of the river embankments have been eroded to such an extent that it will not take a great volume of water to again flood some of the areas affected. This would apply particularly to the Collie River in the Roelands area. The flooding of the river, from the point where it reaches what might be termed the agricultural areas—that is, in the vicinity of the Roelands Mission—down to the estuary, has caused a great deal of damage. The greatest amount of damage through erosion has been done in the Roelands area. The area is highly productive in potato growing, and there will be no production for at least one or two seasons because of the erosion. I strongly advise the Public Works Department to make an early survey of this river to see what can be done towards providing protection against further erosion.

The department has some very good schemes for dealing with such situations. Last year considerable damage in the Roelands area was caused through flooding of the Collie River. A good deal of work was done in placing hurdles along the river and in building levee banks. Until the last big flooding the protection work that was carried out served a very useful purpose.

I wish to pay tribute to the work done by the staff of the Public Works Department throughout the whole of the flood period. The Collie, Preston, and Harvey Rivers were running high not only during the recent severe floods but also for a couple of weeks prior to that period. The staff of the Public Works Department was called upon to do a good deal of additional work in the prevention of flooding and erosion. Right up to the point when the flooding became completely out of control a great deal of work was done by the staff in keeping up with the damage. I wish to pay a tribute to the staff for doing a really remarkable job; not only for the job that they did, but also for the spirit with which they tackled the job in hand. It was heart-breaking business to see all the protection work that had been done eventually going for nought.

I wish now to touch on the emergency which arose at Harvey when the town had to be evacuated. I was disappointed in some of the remarks made by the member for Victoria Park when speaking to the Supply Bill. He created the impression

that the State civil emergency organisation and the group at Harvey were backward in rising to the occasion. To put the record straight I feel that I should read one or two sentences from his remarks. He said as follows:—

I want only a few minutes to say that I have been disappointed over the handling of the flood tragedy in the lower south-west, and the reaction from the Government emergency services which are set up to handle such emergencies.

He went on to say—

I am disappointed at what appears to be a lack of reaction from the State Civil Defence and Emergency Services which I would have thought, by now, would be operating very effectively and smoothly. I do not presume to be an expert in this field. I can only view the position from Press reports, and from them it would appear there are only volunteer emergency services operating in the town of Harvey.

Of course, we do not have a paid organisation. The body was set up purely as a voluntary service. The director is a paid officer, a paid civil servant; and he, in turn, has a second-in-command within his department. But throughout the State it is purely a voluntary service. A tribute should be paid to the group at Harvey for the manner in which it set about the task in hand in assisting the town to be evacuated. The group was very much on the ball. It was ready to be called upon and it went into action immediately.

I believe there were possibly one or two ways and means of improving the manner in which it met the situation and I have no doubt that the civil emergency group in Harvey learned a good deal from the occasion.

We might also pay a tribute to others who were associated with the evacuation. First and foremost to the police force stationed in the town; namely, the sergeant and three constables. Under the circumstances they had a somewhat ticklish job. They had to impress upon the public the fact that there was a real emergency and they had to take care that nothing was done which would cause a panic. In achieving those two objectives, they did very well and a tribute should be paid to them for their work. The doctor and the hospital staff had also to meet the emergency; and, as members know from Press reports, they handled the situation very well indeed.

The Director of Civil Emergency Services in the State, Mr. Lonnie, commented on communications during the emergency.

Mr. H. May: He was not here; he was over in the East.

Mr. I. W. MANNING: He made a comment about communications during the flood emergency. I believe he was in no

way referring to communications at Harvey because the Postmaster-General's Department had a service operating which was second to none under the circumstances. The department's staff were well equipped to meet the emergency and they rose to the occasion very well indeed. To those people I should like to add the staff of the Public Works Department. The engineer-in-charge was in attendance, and his staff carried out their duties in a praiseworthy manner.

There was some flood damage caused by the Collie River last year, and it occurred again to a greater extent this winter. The Minister for Works made a statement which appeared in this evening's *Daily News*. He said that the floods were 2½ times as bad as they were last year. This prompts me to ask, "What of the future?" It appears to me that with the development of the agricultural areas upstream from the Darling Range we will have a much more rapid run-off of water.

While this may not apply quite so much to the Harvey River, there are other rivers, such as the Capel and the Ludlow, where this is very evident indeed. They are reasonably short rivers and are largely affected by development in the area. Where we have a highly-developed farming area, with a good system of drainage leading into the rivers, we get a rapid run-off of water which goes downstream at a very fast rate; and the river itself which in the past, I suppose, was quite large enough to cope with all the water coming down—with some occasional flooding—is now totally inadequate for the volume of water pouring down. So, while improvements are being made upstream, in some cases considerable damage is being done downstream by the force and volume of the water which comes down when there is flooding.

I think, perhaps, the Public Works Department ought to take into consideration some of these points when surveying and planning drainage schemes of the future. It would seem to me that in some districts it is possible to overdrain. It is also possible to have such a complete and comprehensive drainage system that, as it starts raining, the run-off is so rapid that it takes all the water away promptly and in so doing creates devastation. At Capel during the last year, the embankment and roadway known as the causeway was severely damaged by flooding which occurred during a violent storm with heavy rain in the area. This year with no storm, but with heavy rain upstream, the river came down in such force that it completely wrecked the causeway. So the Shire of Capel, having lost its roadway and bridge two years running, is naturally very concerned about the future.

I would like briefly to touch on the dairy-ing industry; and I want at this point to commend the Government on the work of

the dairy farm improvement scheme. This scheme, I believe, has already made a marked contribution to the economics of the industry; and the Government, I notice, has wisely been extending the scheme and providing additional money to keep it going. Also, there seems to be some adjustment of thinking. In the past we have regarded a herd of 40 cows with a production of some 8,000 lb. of butterfat per annum as being an economic unit. I think that today, with the rising costs facing the farmer, and with no, or very little, additional income available, a herd of 60 cows with 10,000 lb. of butterfat production per annum would be more in keeping as an economic unit. Of course, that sets a greater target in respect of stock to bring these farms up to what we know as an economic unit; and long-term finance is one of the best contributing factors to assist in getting these properties up to the point of being an economic unit.

I believe the Commonwealth Development Bank is making a substantial contribution in this regard also. Its lending is over a long term with a period of, perhaps, two to three years before repayment of the principal is required. But the Commonwealth Development Bank, like all banking institutions, wants to know the ability of the applicant to service the loan and to repay it. So these other schemes, such as the dairy farm improvement scheme, meet a very real need in providing for those farmers who are not an economic unit. I repeat, therefore, that the attitude of the Government in promoting this scheme and setting aside additional money to keep it going and to expand it is to be commended indeed.

I want again to turn to the Public Works Department, and the supply of water for irrigation purposes. We have been promised a new weir at Harvey. I think that for more than one reason it would be a good idea to build a new weir at Harvey, but mainly for the purpose of the additional storage of water. Over the years we have learned a great deal about the use and benefits of irrigation water, and we are now practising what we term a shorter zoned period, or more frequent waterings. It has been a great investment and a very sound move on the part of the department to provide for additional waterings and for the shorter zoned period. It has had a marked effect on improved pasture growth; and the more frequent waterings throughout the hottest part of the summer keep the pastures lush and green, which is very desirable from a dairy-man's point of view as it assists his production considerably. If anything can be done to push ahead with the plans for constructing the new weir at Harvey, I think it should be done because it would do a great deal to restore the confidence of the townspeople in the safety of the area.

If we are going to have severe floods with a quick run-off of water, we might with the development of the agricultural areas, have a recurring problem in respect of flood dangers and emergency services. So I think the department might explore ways and means of meeting these problems before they arise.

One other point I want to touch on in respect of drainage and flood damage is this: There has, over the past two years in the Harvey area been some extensive damage done to pasture land by flooding from the diversion river. Flooding from this river is occasioned when the levee banks collapse under the weight and height of water, and it just pours out over the countryside, and thousands of acres become inundated to a depth of several feet. When the country dries out, it is left with a thick coating of mud over the pasture land and the grass itself. This makes the grass useless as stock feed, and it probably would not be wise for stock to be allowed to graze on it. This in turn causes immediate loss in production. The farmers suffer loss, too, in the fact that they have to buy fodder. Because they have lost the opportunity of conserving fodder from the area affected, they have suffered severe financial loss through having to buy the equivalent of what they would have cut themselves. Some applications have been made for compensation because of this damage, and I would counsel the Minister to have a quick look at them because he might find that delay will cause quite a deal of hardship to some of the people concerned.

There is one other point I want to make, and that is to touch briefly on the activities of the Main Roads Department. I think the motorists using the South-West Highway to Bunbury have suffered quite a deal this winter on some stretches of road that are being resurfaced—one stretch is immediately north of Waroona, and another is in the Wagerup area. There have been a lot of windscreen casualties, and most of us have had a rough ride at different times.

I think the Main Roads Department has had a first-class problem on its hands, and it has done everything possible to meet it, except that it might have been dragging its feet a bit when it had that long dry period in May and did not get on with the metal surfacing of the road; because it seems to me, judging by past experience, that we cannot leave a road merely sealed and expect it to hold once the winter sets in, particularly when there is such a volume of traffic on it as runs up and down the South-West Highway between Perth and Bunbury.

I am no engineer, but if the Main Roads Department will accept some advice from me, I suggest that in future it try to get

the metal surface on to hold the road; because surely the department must have learned a lesson on these stretches of road this winter. The department has done everything possible to try to hold the road together; and had it not been for its efforts, I think the highway would have been impassable for quite a while.

There is no further criticism I desire to make of the departments; but before I resume my seat I want to commend the Government on its attitude in respect of pushing on with the State's development. If I do not do this, we cannot expect the Opposition to. I wish to commend the Government on the opening up of new land and the stretching of the bitumen roads into the country. Its attitude of getting on with the job has brought about a great deal of confidence in Western Australia; and now, with the prospect of the production of oil in the State, we should be able to look forward to prosperity in the future.

MR. OLDFIELD (Maylands) [9.44 p.m.]: I do not wish to speak at length. There is only one subject I wish to touch on, and that is the matter of traffic control throughout Western Australia today. We have reached a stage where it is becoming increasingly evident that a single law enforcement agency is necessary.

I know this matter has been a political bugbear for a long time now, with the country shire councils being very jealous of their right to collect and retain the traffic fees from vehicle registrations. They are naturally reluctant to allow that right to be taken from them at any time. However, when we discuss the actual traffic control throughout the State, and the law enforcement thereof, it need not necessarily mean that we must take from the country shires the right to collect the traffic fees and retain them. It is quite a simple matter to allow the vehicle registration set-up to remain as it is, but to let us have, as far as law enforcement is concerned, one authority, the Police Traffic Branch—not only for the sake of uniformity, but also for the sake of efficiency—and regular patrols by men who are properly trained to perform such duties.

In addition to having one traffic authority, I think we have reached the stage where a speed limit of 60 miles per hour should be imposed on all roads throughout the State other than those in the metropolitan area, because the accident rate figures, including those showing casualties and fatalities, distinctly show that the highest accident rate is due to excessive speed on country roads. The greatest number of fatalities occurring on country roads, are also due to the same factor. Inquiries have shown that in most instances the vehicles involved have been travelling at a speed in excess of 60 miles per hour.

On making investigations on traffic control in country areas, it is found that, between them, all the country shires and town councils employ 72 full-time traffic inspectors and 26 part-time traffic inspectors, making a total of 98 men. The part-time traffic inspectors comprise those who are also employed by local authorities as shire clerks, health inspectors, and vermin inspectors. The fact is that they are only acting as traffic inspectors. In many instances these men have so many other duties to perform that it would not be possible for them to pay proper attention to their duties as traffic inspectors. No doubt they have been appointed by the shire or town council as traffic inspectors for the sole purpose of examining and registering vehicles; or, in other words, of collecting the loot without performing an adequate service as traffic inspector in return.

A shire clerk, a health inspector, or a vermin inspector, acting also as a traffic inspector, could not be expected to carry out his traffic duties to the fullest extent, apart from attending to an obvious parking breach that has been committed in the town, or by attending an accident and taking the requisite action. Further, judging by the accident pattern, it is desirable that we should have trained men engaged on traffic patrol duties. They should be men who have been through the same school so that when traffic statistics are compiled the accident pattern can be assessed in true perspective and not from reports submitted by inexperienced or untrained persons.

It is extremely interesting to note how much work a full-time traffic inspector has to perform, apart altogether from the duties performed by part-time traffic inspectors. A part-time traffic inspector may be employed by three shires on a part-time basis because he also has other duties to execute in his role of health inspector, vermin inspector, or building inspector. For example, the district comprising Broomehill, Katanning, Nyabing-Pingrup, and Woodanilling is patrolled by only two traffic inspectors. The area embracing Greenbushes, Bridgetown, and the Upper Blackwood district is served by only one traffic inspector. The districts of Mingenew, Morawa, and Three Springs have only one traffic inspector. The area embracing the shires of Corrigin, Kulin, Lake Grace, Mt. Barker, Kojonup, and Wickepin, has two traffic inspectors, and from then on the picture becomes even worse. For the entire area controlled by the shires of Irwin, Geraldton-Greenough, Chapman Valley, Mullewa and Northampton, there is only one traffic inspector.

When we come in reasonably close to Perth and into an area which, as far as country districts are concerned, has possibly the greatest density of traffic of any in Western Australia—that is, the area

controlled by the shires of Northam, Victoria Plains, Goomalling, Mundaring, Toodyay, and Dowerin—it is found that only one full-time traffic inspector is employed to patrol the entire district. It is quite obvious that, through lack of funds or manpower, it is an impossible task for those traffic inspectors to cover effectively and fully the districts they patrol. It is no use anyone saying that they are efficiently carrying out their duties. A man can be efficient; but no matter how efficient he is he cannot do a job efficiently if he has too much to do, because he can only be in one place at one time. This state of affairs, therefore, clearly illustrates the need for one sole traffic authority.

Mr. Craig: How many extra police officers do you think would be required?

Mr. OLDFIELD: I am coming to that. Due to a shortage of traffic inspectors in country areas, long sections of highways in the Midlands, Great Southern, and Avon Valley districts are not being effectively patrolled. It also means that long sections of the Great Northern, the Great Eastern, the Great Southern, the Albany, and the South-Western highways, are not being properly policed.

Further, if we had patrolmen from the Police Traffic Branch allocated to various areas throughout the country, this would afford some measure of extra protection to people in those centres who do not, at the moment, have a police station situated within their boundaries. It would also help to relieve the existing police force in the rural areas which we know is overtaxed through shortage of manpower. For instance, a patrolman carrying out a patrol, from a one-man or two-man country police station, could police a 40 or 50 mile section of the highway, and whilst doing so he could also be usefully employed on the serving of summonses, inspections, or making an inquiry here and there. Undoubtedly, the people in a centre which does not enjoy police protection now would be pleased to see a police constable driving through their town on regular patrols.

Mr. J. Hegney: Some would not be pleased to see him at all.

Mr. OLDFIELD: The Minister for Police intercepted by asking how many more men would be required to carry out these extra duties. Firstly, I will deal with the cost involved and show him how he can obtain the money to meet this additional cost, and before I resume my seat I may be able to prove the necessity for one traffic authority and the employment of additional patrolmen. At the outset, additional men would be required in the metropolitan area. At the moment the strength of the Police Traffic Branch in the metropolitan area is 74 men, including sergeants and constables. When we take into consideration the time that is lost through

long service leave, annual holidays, sickness, and the time spent on compiling accident reports and on court appearances, it is found that the number of personnel is reduced by about 50 per cent. This brings the effectiveness of the Police Traffic Branch of 74 personnel down to 37.

Mr. Craig: Their numbers have been increased by 20 now.

Mr. OLDFIELD: They may have been.

Mr. Craig: Ten men went on the road this week.

Mr. OLDFIELD: Ten more may be available, but at the time these figures were compiled the number of men that would actually be on duty, after taking into consideration time lost, would be 37; and if 10 more patrolmen have gone on the road, taking into account the same 50 per cent. loss, this would make a total of 42 men fully engaged on patrol work. Taking the figure of 37 men being fully engaged on patrol work it means that there are only 18 men employed on each morning and afternoon shift; and after allowing for the sergeants it means that only 15 constables are available for patrol duty for the entire metropolitan area. Even some of those men would be called upon at times to attend accidents or to spend time reporting upon accidents.

If we had a sufficient number of men on patrol duty at all times this would naturally deter people from speeding and from ignoring traffic regulations generally. It would also have a tendency to make the motoring public more courteous and, undoubtedly, this would result in the reduction of traffic accidents, casualties, and fatalities in the metropolitan area. In other words, it would be carrying out a policy of prevention instead of apprehension. I have always maintained that if we had a sufficient number of uniformed patrolmen on duty on the main highways throughout the metropolitan area at all times, the motorists would soon get to know that an adequate number of patrolmen were always on duty on the highways and would also be making occasional patrols of arterial roads, and consequently the motorists would keep their speed within the limit.

It is quite obvious that when a patrolman is riding his motorcycle down a highway at 35 miles an hour no motorist will overtake him. One often sees a convoy of vehicles travelling along a highway banked up behind a patrolman, and invariably some venturesome motorist passes the line of vehicles until he gets to the head of the line when he soon pulls into line after seeing the patrolman. Therefore, by the employment of additional patrolmen, that would be one type of offence that would be eliminated automatically.

Likewise, one often sees people travelling in the opposite direction to that taken by a patrolman, and if they are speeding

they immediately slacken speed and turn their heads to see whether the patrolman has turned around to follow them.

If we can prevent accidents and also prevent people committing various breaches of the traffic regulations, this would result in more men being available from the current force for other duties because they would not be called upon to spend so much time in court or on compiling reports.

In regard to the cost of employing additional patrolmen, I understand it has been suggested that the doubling of the present police force in the metropolitan area would meet the total needs at this stage to enable its members to carry out their duties fully and efficiently and in a way I consider they should be carried out. We cannot blame those who are now engaged in the police force for not being able to cope with the duties that are offering if there are insufficient men, or insufficient funds with which to employ more personnel.

As far as cost is concerned, one can take as a guide the cost of running the Police Force as set out on page 140 of the Estimates for 1963-64, where the figures show that 1,448 police personnel were employed at a cost of £2,152,402. That would, no doubt, take care of the civil servants employed in the Police Force, as well as the sergeants and constables. The cost works out at £1,486 per person employed in the Police Department per annum; and that cost includes the cost of vehicles, quarters, clothing, postage, telephones, telegrams, travelling, transport, fuel, light, water, stationery, etc. It stands to reason that if the effective personnel of the Police Force are increased, a certain number of constables and sergeants are required, and more paper work will have to be done. It is a fair method to strike the cost of employing each person in the Police Department.

To effectively control the metropolitan area an additional 74 members are required, in addition to the existing 74, but ignoring the 10 who have been put on and the other 10 who are to be put on. It would cost £1,486 per person per annum, or a total of £109,964 per annum. Another £100,000 or so in expenditure on the metropolitan force is quite a large amount.

When dealing with the country areas I am unable to arrive at how many more men would be required for patrol work. I do not think anybody has gone into this aspect. At the present time there are 72 full-time, and 26 part-time men engaged in this work. We should disregard the part-time officers, and take the 72 full-time men employed in country areas on traffic patrol. No doubt the number would have to be doubled, or increased to an even greater extent, because there are certain areas which are not being fully or effectively covered by traffic inspections.

We can assume that another 74 are required for the country, in addition to the existing 72 full-time officers.

I realise that the 72 existing officers are being paid by the shire councils, and not by the Police Department. The addition of another 74 men will entail an additional expenditure, but there is no reason, to my mind, why the funds which are required to meet the cost of employing an adequate traffic branch throughout Western Australia could not be financed on the same basis as the Fire Brigades Board; that is, partly by Government contributions, partly by local authorities' contributions, and partly by insurance companies' contributions, so that each party meets its equitable proportion.

One might ask why the local authority should contribute, when law enforcement is taken out of the hands of its employees. I say the local authorities should give something in return for their right to collect and retain traffic fees, in the same way as the Government has the right to collect and retain traffic fees in the metropolitan area, and has also the responsibility for patrolling the highways and protecting the innocent motorists who may become victims of the few irresponsibles on the road.

In the case of the Fire Brigades Board—which is run most efficiently, because it has sufficient men and finance as a result of the method of funding—its work is done mostly before fires break out. Members of that brigade are constantly on inspections of properties, and on serving orders on landholders to clean up the fire hazard, to install better fire fighting equipment, and to construct improved access.

Mr. Heal: And to supply buckets of water.

Mr. OLDFIELD: Yes, including the supply of buckets of sand and water. If the Police Traffic Branch had sufficient funds to employ the required trained personnel to cope adequately with the job of traffic control, it would clean up the accident rate on our roads just as the Fire Brigades Board has cleaned up the fire hazards. It would be able to do that by effective road patrol and engineering, by education, and by law enforcement.

Some people might ask how the insurance companies would react to such a proposition. I say they could make a lot more money—through the savings in claims—than what they might contribute to this scheme. On the figures for 1962-63 the claims for motor vehicle insurance amounted to £2,685,863, while the premiums received amounted to £3,558,391, leaving a gross trading profit of £872,528. If the insurance companies were to pay out £100,000 to £150,000 per annum in order to provide an effective traffic patrol authority, then no doubt their claims would be reduced considerably. I say that in the full knowledge, as I said earlier,

that half of the fatal accidents occur in the country areas, and most fatal accidents which occur in the country are caused by excessive speed. The 60 miles per hour maximum speed to apply in country areas, and the full and effective patrol of the highways, would have a considerable bearing on the accident rates, and a saving would be effected in the payment of claims.

We must take into consideration what motor vehicle accidents, injuries, and fatalities cost the State in economic loss. For a start, the claims paid by the insurance companies for the repair of vehicles amount to £2,685,863. That represents a considerable economic loss; but added to this figure are the amounts which are paid by people who are not fully covered by insurance by way of excess, and by owners of uninsured vehicles. It would be almost impossible to ascertain how much was paid by those people, but I suppose a rough idea could be obtained.

The greatest benefit which would accrue—it is both humanitarian and economic—is the saving of life and limb. There would be less hospitalisation, less loss of earnings, and less loss of production. The 200 deaths per annum, which is the approximate rate in Western Australia caused by road accidents, in addition to those who are either partially or totally incapacitated, represent possibly the greatest economic loss of all.

The 200 deaths per annum represent an economic loss of at least £10,000,000 in potential productivity by way of goods and services. The figure is assessed at that amount, because mostly a road fatality involves a person who has about 40 years of productivity ahead, and it is from the young age group that those killed, maimed, and injured, come. If we take 40 years of productivity on the 200 persons killed each year on our roads, we will see that each represents a loss potential of between £40,000 and £50,000. The total economic loss works out at £10,000,000 per annum, which is never to be recovered. This should not happen in a country where the Government is spending millions of pounds, and much time and effort in encouraging migrants, because it is short of labour. Somebody might accuse me of trying to deprive the insurance companies of some money. Possibly I am, but indirectly under the proposal I have put forward these companies will be saved a great deal of money.

There is another method of putting some business in their way; that is, by compulsory third party property insurance. For some years now compulsory third party personal insurance has applied in all States, and some States were ahead of others. I understand it was introduced in Tasmania only in recent years. The introduction of compulsory third party personal insurance was occasioned by the number of deaths and injuries resulting

from accidents, where the responsible party had no means of paying damages and was uninsured. In such cases what generally happened was that the offending driver was made bankrupt, while the victim of the accident or his family had to struggle through life without any compensation. There is plenty of provision on paper for the payment of compensation, but nothing in kind.

The same thing is occurring today in regard to property. This is not an expensive policy, because the State Insurance Office has issued such a policy for the small premium of £4 per annum. The policy covers damage to third party property to an unlimited degree. It is a type of insurance which should be made compulsory. Most responsible people take out comprehensive policies to insure themselves against damage not only to their own vehicles, but also to other vehicles.

In these days there are thousands of vehicles, worth as low as £50 to £150, which are sold by the secondhand car dealers. With the insurance premium for a comprehensive policy ranging from £16 to £20 per annum for the first £100, no person owning a car valued at £50 to £150 could afford the premium. Many of the owners of such vehicles had to borrow the money to purchase their cars, and most of them buy secondhand tyres because they do not have the money for new ones. Yet these motorists can do untold damage to other vehicles on the road.

The cost of a comprehensive policy is over £16 per annum, yet the premium for unlimited third party property insurance is only £4 per annum. These cars which cost between £50 and £150—acquired on as low a deposit as £10 with the balance to be paid at the rate of £2 per week—are driven along the roads by irresponsible persons who, in many cases, are uninsured. If they collided with modern vehicles, they could cause £200 to £300 worth of damage.

When the driver of the offending vehicle is sued, invariably he cannot pay any damages which are awarded, because it means suing someone who was able to muster only £10 as a deposit for his car. In these cases there is generally no chance of recovering the cost of the damage. If the offending vehicle was insured all damage to other vehicles or property would be met. The no-claim discount of the innocent would not be affected because the situation would be covered by the driver who carried the compulsory third-party property policy.

It has often been said that a person who cannot afford an insurance policy cannot afford to drive, and that is very true. That was the motive for the introduction of the compulsory third-party personal policy. A lot of people today have what we call cheap cars costing £100 or £120, and some of them run quite

efficiently. Such a car is all some people can afford, particularly the family man. However, they do not insure such a car. But strange as it may seem, it is possible to do damage worth £200 to £300 to a car which itself is worth only £100. In those cases where such a car is insured it becomes a write-off and the company pays the sum of £100—the value of the car—and sells the wreck to a car-wrecker. That is what is happening. But if the car is not insured and is involved in a collision with another car which is not insured and that car is damaged to the same extent, the owner of the latter in many instances is not able to collect.

I feel that the matters I have raised this evening should be given urgent consideration because they are urgent, and I trust the Government will act and not talk.

MR. BRADY (Swan) [10.17 p.m.]: There are quite a number of matters affecting my electorate which I feel I should discuss tonight during this debate. There are matters of a State-wide nature or national character with which I would rather deal; but as the parochial items are the more important as far as the individual elector is concerned, I feel in the circumstances that, in order to look after the interests of the individual elector, I should deal with those parochial items first and possibly deal with the major subjects later on.

We all know that the Address-in-Reply is necessary because a reply must be made to the Governor who makes a Speech on opening day. We also know that from time to time the Government of the day uses the Governor's Speech to more or less window-dress, as far as the general community and electors are concerned. Because of that I want to refer to a number of matters which I feel should have been dealt with in the Governor's Speech to some extent.

I read the Governor's Speech on the day he delivered it in Parliament, and I have read it several times since. I took a quick look through it again tonight. The Governor did not deal with any of the matters I am going to raise. Whilst I am going to refer to them, I am not going to speak at any length about them but merely wish to mention them to indicate to the House that there are many vital subjects which were omitted from the Speech and to which the Government could give some consideration.

Unemployment is not dealt with at all. I raised a question the other night on the chronic state of unemployment in Western Australia. There are between 5,000 and 6,000 people out of work, affecting between 15,000 and 16,000 individuals, but no reference is made to them in the Governor's Speech. No reference is made to the high price of land which the public in the metropolitan area is called upon to pay.

A block of land, ten years ago, could be bought in the metropolitan area for £100 to £150. The average young couple today would be lucky to get a block under £500. No reference is made to that in the Governor's Speech. The very great increase in rates, taxes, and licenses is not mentioned. The steep rise in hospital charges is not mentioned. The shortage of houses in various areas is not mentioned. The absence of shelters on the roads for women doing their shopping and children going to and from school is not mentioned. The absence of toilets on railway stations for the 1,200 to 1,500 people who frequent them five and six times a week is not mentioned. The lack of native homes in country areas and the metropolitan area is not mentioned.

There is no reference to some of the matters affecting primary producers, including the high cost of farming and the shortage of land for young farmers who want to go on to properties.

Certain legislation is mentioned, but there is no reference to improvements to the Workers' Compensation Act, or to improvements to the Factories and Shops Act; and so one could go on. Each of those items I have mentioned are vital to the individual elector, and it is unfortunate that the Government has not dealt with them and ascertained whether anything can be done in connection with them in order that the public might be helped.

Although I now want to raise certain other points, I cannot deal with them in detail because there are so many of them. However, I am going to mention them in the hope that the Minister concerned may do something to ease the position.

In building new roads from time to time the Main Roads Department invariably breaks up a well-worn footpath or a public pedestrian way and does nothing to replace it. The fact remains that people living in the built-up areas concerned have to walk in the middle of the road, or on the side against oncoming traffic if they know their laws, to get from one point to another.

Let me cite a case in point—a classic. For many years people could walk on the left-hand side of the road between West Midland and East Guildford because there was a well-worn footpath there. But today they cannot walk on that side at all because the Main Roads Department has utilised it for various activities in connection with main roads.

Recently the department built a deviation at Bellevue and had no regard at all for footpaths. The only work it did was to build a main road. Children going to and coming from school, and local residents wanting to do their shopping—whether they are crippled or in good health—have to walk along the road. I think it is about time the department had

some idea of its responsibility to these people who do not possess a vehicle. Some of them are too old to drive cars now, but they still use the highways and byways; and I think the Main Roads Department should provide an earth footpath if it cannot supply a bitumen one, not only in the places to which I have made reference, but in other built-up areas around the eastern suburbs.

Whilst I am on the subject of main roads, here is another anomaly. The Main Roads Department builds a road. It puts in an elaborate drainage system and it will not let local government bodies use that system. We have the anomaly that right alongside a well-drained main road, business and residential areas are being flooded. Not in one year; not in two years; but year after year. I have asked a series of questions during the last two weeks regarding Evans's store at Bellevue opposite the Darling Range Hotel. One morning last winter water 12 inches high ran through shops and residences there. There was a well-defined and well-made Main Roads Department drain running right alongside that area, yet local government bodies were not allowed to use it.

There should be more co-operation between the department and local government bodies, whether it be the Darling Range Road Board, the Midland Town Council, the Swan-Guildford Shire Council, or the Bassendean Shire Council. They all have their drainage problems and they could well use the Main Roads Department drains to meet some of those problems and to save a certain amount of expense to themselves. I hope the Minister will do something about letting these people use the department's drains.

I do not think it would be a bad policy if the department and local government bodies got together and used the department's plant and machinery to better advantage. There are thousands and thousands of pounds worth of machinery used by the department in building main roads, and much of that plant and machinery is lying idle. The Main Roads Department should work with local government bodies, particularly in the metropolitan area, to see that the machinery is used to its maximum extent. Nobody can tell me or prove to me that machinery used for four and five hours a day out of 24 hours will improve the overall situation.

It might not be in the best interests of an individual department, but it would be in the best interests of the community if the department's plant and machinery were used for 24 hours a day. The practical farmer, the practical industrialist, and the practical manufacturer are doing just that; they are using plant and machinery for 24 hours a day whenever they possibly can. What is to stop the department and local government bodies

from working together so that the plant and machinery can be used to better advantage?

Some local government bodies in the metropolitan area would not be able to afford to buy, in five years, six years, or 10 years, some of the department's plant that is lying idle for days and weeks on end in various parts of the metropolitan area.

I shall now pass on to the next item; namely, crosswalks, overways, and underways. Everyone today is aware of the importance of doing something towards protecting the general public against the rising toll of accidents on our highways and byways. A few weeks ago I asked the Minister whether he would give some thought to the building of more overways for the protection of children, and he said that he would. I know that when the Minister puts this suggestion to his departmental officers they will tell him that the scheme is not practicable. They will tell him that sometimes an adult will walk across the road even though there is an overway or an underway. The Minister will accept that advice, unfortunately, and more people will be killed on the roads. So the situation goes on year after year, but surely somebody will realise that overways and underways are a solution to the problem!

I saw overways that were built in Tasmania for one school. I was in that State two years ago and I saw half a dozen overways. I was told that the Tasmanian Government was going to continue building them because they had proved themselves in respect of children going to school. If those overways proved themselves for children going to school, they could prove themselves for adults. The only improvement I would suggest to the type of overway that has been built on the Brooker Highway in Hobart and in other parts of Tasmania is that overways in Western Australia should have ramps rather than steps.

I believe that overways would solve the accident problem in many parts of the metropolitan area. I recall that last year two elderly women were killed within 24 hours. One was killed at Mt. Lawley and the other in the vicinity of Gosnells or Kelmscott. They were crossing the road on a very dark night and they were wearing dark clothing. Apparently the traffic did not see them.

There will come a time when members will have to give more than passing thought to this matter. There will come a time when we must realise that elderly people will have to be protected just as much as persons travelling in vehicles are protected. If we spent £3,000 or £3,500 on the provision of overways we would be doing only what the railways have done for the last 50 years; that is, building overways over railway lines to enable

the public to pass from one platform to another; and just because the odd person jumps down and runs across the railway lines, the Railway Department has not abolished the scheme. It is continuing to build overways.

If it cost £20,000 to build overways at Como and South Perth on a most elaborate scale, we should spend one-sixth of that cost in the metropolitan area in an effort to save the lives of children and elderly members of the public.

I hope the Government will give some thought to doing something for our elderly people, for our pioneers, and for all those who are entitled to be protected by a responsible Government.

Another matter that is causing some concern in my electorate is the continual flooding of the upper reaches of the Swan River. Although the metropolitan area has been established for well over 100 years, the situation is getting worse. A number of factors are contributing to the problem. To some extent the Narrows Bridge is aggravating the situation. The Government is building up the Perth foreshore to allow the traffic to proceed, and I think that is aggravating the situation. The building of the Causeway is aggravating the situation. The fact that thousands and thousands of acres in the eastern suburbs have now been drained into the Swan River is aggravating the situation; and the clearing of thousands and thousands of acres in country areas is also aggravating the situation. As land has been cleared silt and sand have flowed into the river for the last 30 or 40 years. All these factors are worsening the position in the metropolitan area.

So I hope that some responsible Minister in this Government, through his officers, will see if it is not practical to widen the river over a long distance and to deepen it. In some areas the costs would be repaid. There are low-lying areas between the upper reaches of the river and the Causeway which, if filled by a dredge or by some other suitable method, could be reclaimed and sold for industrial establishments or residential purposes. The increased value of the land would pay for the cost of filling. It would also, to some extent, reduce the flooding which is occurring in the upper reaches of the river.

I can show the Minister, here tonight, photographs of areas around Midland and Middle Swan and Caversham where hundreds of acres are being flooded and made unusable for the children attending the Governor Stirling High School. This flooding occurs for four or five months each year. The Governor Stirling High School has playgrounds of 25 to 30 acres at West Midland, and for four or five months of the year the children cannot use those grounds. If the river banks could be built up and if the river could be deepened and

widened I think it would help stop the flooding and alleviate the position in the lower reaches of the river as well as help the position in the upper reaches.

While on my feet I want to say that the planning for the standard gauge railway in the Midland area has caused quite a lot of concern to my electors, and particularly the people in the West Midland area. The Minister will recall that the people asked the Midland Council to arrange a deputation to him. After considerable delay, unfortunately, the deputation was met by the Minister and he told the people that he would have a look at their propositions.

They had two propositions: The first was that the standard gauge railway, where it was to go through West Midland, be changed to a different route about a quarter of a mile away. The second proposition was that the subway be not closed. I understand that the Minister has had a departmental inquiry and the standard gauge railway at West Midland will go through what is known as the No. 1 route.

This No. 1 route is one which was foreseen by a previous Government some five or six years ago. At that time the people at West Midland were very concerned. They were instrumental in getting several Ministers from the previous Government to go out and view the area, so great was their concern. Despite the fact that there have been protests over five or six years, it would appear that the standard gauge railway is going through that area. I think that is most unfortunate, because I believe that had the Government taken No. 2 or No. 3 route it could have saved money. It would have been more practical in regard to the ultimate purpose of the standard gauge railway and left the built-up area in a state which would have been satisfactory to the local governing body.

In the West Midland area, where the standard gauge railway is to proceed, houses are being pulled down. Made roads which have been built up will be broken up; footpaths will be cut; electric light services will go; and sewerage will be interfered with. Generally speaking, the whole of that area will be upset; whereas, if the Government had chosen the No. 2 or No. 3 route through Bellevue, it could have avoided all these disturbances to the local people. I regret very much that the departmental officers have seen fit to take the railway through this built-up area. I believe departmental officers should be told that they should try to avoid ruining areas which have been settled for over 60 or 70 years. This route was decided on to avoid going a quarter of a mile out of the way.

Nobody—not even the Minister and his departmental officers—will convince me that the standard gauge railway could not have been shifted a further quarter of a

mile to the east and so saved all the heart-burn to the local governing body and the local residents. As I have said before, I believe the department would have saved money for itself and for the Commonwealth Government, and I believe the services that could be rendered to the people would have been much better. When I say that, I have in mind the primary producers who will be using the abattoirs when the standard gauge railway is running in full force. It will be used for shifting stock from the great southern, the south-west, the eastern goldfields, and the Midlands, and a better service would have been provided had the No. 2 or No. 3 route been chosen.

Even at this stage, whilst there has been some considerable reimbursement to the public, who may have had residences repurchased, I do not think it is too late to have another look at the position. I do hope the Minister and his officers will have another look at the problem. It would not be the first time a similar circumstance had taken place. I can remember a previous Minister bringing a plan to this Parliament for the bisecting and dissecting of the Shire of Bassendean when the chord line was to be built from Bassendean to Welshpool. We were told that this was a major railway movement; that it had to be done forthwith and right then; that it could not wait another 12 months. That was about seven or eight years ago, and that chord line has not been built and never will be built. Yet dozens of people were paid compensation for their houses and the resumed land will never be used for the chord line.

Just as those circumstances applied to the chord line from Bassendean to Welshpool, so they could apply at West Midland today and so save the local governing body having to see a dozen houses pulled down, roads cut across, sewerage interfered with, footpaths ruined, electric light services cut, and so on.

I implore the Minister, even if he cannot save the position in regard to the railway to try to save it for those residents as far as closing the subway is concerned. As I pointed out to the Minister at the deputation meeting in Midland—and I know I was hot under the collar, and I believe I had every reason to be, because the subway is to be closed—virtually the access to Hazelmere via Chatham Street will disappear. Of course, the people of Hazelmere want to see a bridge put over the Helena River at Chatham Street. I want to see the Guildford Shire Council interest protected. I want to see a quicker access road, via Chatham Street, through to Hazelmere and South Guildford, and the suburbs south of Guildford, rather than have traffic go out to the highway at Midland Junction and aggravate the congestion which takes place there twice a day.

I know that the railwaymen are most conscientious but they have not got the local atmosphere. They probably go up there to make a survey in the middle of the day when the traffic is slack. If they made a survey from 5 or 6 o'clock in the morning until 8 o'clock at night, over a period, they would appreciate that what I am saying is a fact.

I asked a series of questions of the Minister the other evening as regards a proposed new overway at West Midland for the standard gauge railway. I asked whether the general public as well as the railwaymen would be able to use this new overhead bridge, and I was told that they would be able to do so. If the general public as well as the railwaymen are to be allowed to use that overway early in the day and late in the evening there will be chaos plus. Just imagine 500 or 600 railwaymen's vehicles going backwards and forwards, plus all the vehicles used by contractors for the abattoirs, and those carting various road materials, all trying to get over the overway at the same time, to say nothing of people trying to get their stock in and out of the abattoirs from various points north, east, and south of Guildford!

I can only do my best and remind the Minister in charge of the Railways Department, the Minister in charge of the Public Works Department, and the Main Roads Department, that the problems are growing and they will continue to grow in the next five or six years when the standard gauge railway will be opened. It is about time somebody looked at these problems, and in my view the departmental officers who are looking at them do not have the local atmosphere sufficiently in mind to realise and appreciate the position.

Within the last fortnight I asked a series of questions in connection with the build-up of traffic near the Midland Junction Town Hall. What do we find every evening? M.T.T. buses pull up opposite the Town Hall and reduce a four-lane road to a two-lane road. Yet we are told by the Commissioner of Main Roads and the departmental officers that the position is tolerable. They think the matter will be cured when the new terminal is built at Midland. I feel like arguing with some of these people at times, but I do not know whether it would do any good. With all due respect, I do not think they have their feet on the ground.

There is chaos there now in the early morning and in the evening and I have written to the department to try to bring the matter to its notice. Accidents are taking place there week after week and month after month; yet we are told the position is tolerable. We are told no bus bays are required. Yet country members from this and the other Chamber, going

backwards and forwards through Midland on Friday nights, must have seen the traffic built up for half a mile on either side of Helena Street, past the technical school and the town hall at Midland.

This is one of the fastest growing parts of the metropolitan area and it will continue to grow irrespective of which Government is in power, whether it is Labor, Liberal, or Country Party, because it is a hub, and highways branch out from all angles.

There is another matter I would like to raise and this concerns certain sections of the State Electricity Commission Act and regulations made thereunder. Within the last three or four months I have had occasion to take a lady along with a deputation to see the General Manager of the State Electricity Commission, Mr. Jukes, in an effort to try to get electricity connected to a horticultural project which is situated between Hazelmere and Bushmead. Believe it or not, the State Electricity Commission has planned its activities so that there are four different leads within a quarter of a mile of this property, and yet the woman concerned is told that she cannot be connected to the system to enable her to pump water for her flowers or provide her with water for domestic purposes.

The general manager's explanation is that the Act says he must have a certain voltage or a certain power for these lines when they are put in. But if lines can be run in from four different channels to within a quarter of a mile of a person's home, and she cannot get the power connected, even though she wants to use it for business, as well as domestic purposes, I think it is about time somebody had a look at the Act so that it can be amended.

I have been told that if I knew anything about physics I would understand that under Ohm's law when certain things take place the voltages drop. I have read a certain amount of elementary physics and I realise that; but I also know that the position is not so vital that a responsible department like the State Electricity Commission cannot supply electricity from one or other of its leads when a person wants it. There is the position. People within a quarter of a mile of four different leads cannot get electricity connected to their property. I think the Minister in charge of the department should ask Mr. Jukes to have a look at the position and provide him with an explanation for the commission's decision in this matter.

If it were thousands of miles away, or even a hundred miles away, or 50 miles away, it might be different, but this place is only a quarter of a mile away. The woman has a business and intends to build

a residence, but she cannot get the electricity connected. Therefore I would like the Minister to look into the position and ask his officers why it cannot be connected.

Earlier this session I asked the Minister for Health a series of questions regarding the closing of the aged women's home at East Guildford. I asked the Minister whether it was a fact that the home was closed, and he said, "Yes". I then asked him whether the inmates had been transferred, and he gave me an explanation. I followed that up by asking him whether it was intended to build a new aged women's home; and, if so, whether it would be in the near future; and the answer was on the basis that the matter was being looked at.

I hope something will be done in the near future in this regard in the eastern suburbs, particularly in the vicinity of the Middle Swan Hospital, with a view to building a home for aged men and women. People living in these areas prefer to go into homes in that vicinity rather than into strange homes like Mt. Henry, Sunset, and other places away from the environment in which they have lived all their lives. I feel sure the Minister and his departmental officers have a sympathetic regard for the position in which these people are placed; but I hope that, in the near future, their sympathy will bring them to the viewpoint whereby something will be done to help these people in the eastern suburbs. That could include other places, such as Moora. I have mentioned the Middle Swan area because it has cooking facilities, laundry facilities, transport facilities, good roads, electric light, suitable areas that could be used for parking by those motorists who are visiting their relatives, and also views of an aesthetic nature which could be enjoyed by people in their old age.

All these facilities in the area owned by the Public Health Department are available in the vicinity of the Middle Swan Hospital. Now that the aged women's home at East Guildford—which has been functioning for a period of 24 years since 1940—has been closed, I hope something will be done shortly to open a new home for these aged people.

There are many other subjects on which I could speak, but I feel that my time may be running out. However, there is one I wish to mention; namely, the native problem. I consider that these poor devils—or whatever one might call them—should receive more attention from the Government than they are receiving at the moment. I am of the opinion that the people in Western Australia should count their blessings in view of the fact that these poor devils are not aggressive like the coloured people in other countries. However, I do not know that they will always

remain so inactive and docile and continue to take on the chin the injustices that are meted out to them.

I consider that the day may be approaching when the thoughts of these people may change, and therefore I hope the Government will do more for them in the near future than it is doing now. I believe the Minister in charge of the Native Welfare Department is doing an excellent job with the finance that is at his disposal. The weakness of the whole position is that the Minister is not having channelled to him from this Government the funds which the native problem requires and deserves. I said in the House last year, and I say again this evening, that, as a result of the far-reaching amendments made to the native welfare legislation last session, the responsibilities of the departments handling the native problems have been doubled, and I emphasise the word "doubled". However, the Minister, virtually, has no extra finance with which adequately to deal with these problems.

Now that it has been decided that liquor shall be made available to natives, it is found that they are obtaining it to a greater extent than they ever obtained it before. For example, they are not permitted to take liquor on to a native reserve, but this is being done. Only last Sunday I met and spoke to a drunken native woman at Kalgoorlie at one o'clock in the afternoon. She was as full as a goog! As the Minister knows, the problem is increasing; but is he being given sufficient money to solve it? Is he being given sufficient encouragement, as Minister, to surmount the difficulties confronting his department?

At the invitation of a Federal member, and as a member of a party, I visited a native reserve in the great southern district, and I found two natives carrying liquor on to the reserve. I also found a native with three or four children living in a corrugated iron shed which measured about five feet square. There was a fire burning in it. It was as cold as charity and there was a drizzling rain when this native walked into his corrugated iron shed. It had, of course, been raining in torrents during the whole of the previous week. What I saw there is taking place on many native reserves.

I hope the Government will be seized with the importance of granting the Minister for Native Welfare another £50,000, £60,000, or £100,000 immediately to get on with the task of erecting houses on native reserves, whether they be class 1, class 2, or class 3 homes, so that natives can be given the opportunity to occupy decent houses. I have cited the case of a drunken native who went on to a reserve within the last month to be reunited with his children. Within 24 hours afterwards I saw a perfectly sober native, accompanied by his wife and family, living in the same type of home on a native reserve. He was

as sober as a judge and was working for the Co-operative Bulk Handling Co., but he was unable to get a house in the area.

I told him to see his foreman the following morning with a view to getting the Co-operative Bulk Handling Co. to build him a home, or to erect some sort of accommodation for himself and his family. He told me he could pay £4 or £5 rental for a house. I could speak for hours on this subject. But I am not going to; because, on the one hand, you, Sir, will not allow me to do so; and, on the other hand, I may be telling the Minister something he already knows. Nevertheless, what I am trying to emphasise is that the Government, as such, must give greater assistance to the Minister to solve this important problem.

I would point out to the House that natives are being educated in missions all over the State. If we care to examine the reports published by the various missions we will note that there are as many as 100 children from these missions attending the primary, secondary, and high schools throughout the State. If we are not very careful, two or three leaders could arise from their ranks who will eventually say, "We are not going to put up with these conditions any longer. We insist on having the same conditions and opportunities that are enjoyed by white people." If they care to obtain the evidence that is available and use it in their own interests to the fullest extent they could produce a very illuminating story to the embarrassment of this or any other Government.

I am hoping, therefore, that instead of granting the Minister for Native Welfare the same figure that was granted to him last year for the administration of his department, the Government will see its way clear to allocate to him £60,000 or £100,000 for the administration of his department, or for use by the State Housing Commission so that native children who are being educated in the same conditions as white children in private boarding schools can continue to live under conditions similar to those enjoyed by adult whites, and so become an economic asset to the community, instead of being an economic waste which many of them are becoming; because, after leaving the missions, they are reverting to their primitive and semi-primitive conditions, as a result of their not being able to obtain houses of a decent standard in which to live. They must have these houses for their wives and families.

I will conclude my remarks on this matter by drawing the following picture: After travelling through at least half a dozen reserves in the Great Southern with a responsible committee, I asked one of the members of the committee to sum up the position at the conclusion of the tour. He replied, "I am very proud to say that Al-lawah Grove is the best set-up in Western Australia of its kind." He said that

after going through all the reserves and seeing all the improvements made by the Government. The Government has made many improvements. The present Minister and the previous Minister (the late Charles Perkins) have done a very good job with the limited funds at their disposal. The Minister must, however, have more money to help these unfortunate people; otherwise it is obvious what will happen in a few years' time.

These people have the vote now. They have many rights that they did not possess before. They are beginning to appreciate the value of education, and I would say that the Minister could do a lot worse than put on a radio session for natives. We all know that natives have their transistor sets, and that they listen to sessions which affect them, whether they be conducted by missions, or by other speakers who handle native welfare matters. The natives listen and absorb all the information they can. The Minister might even give some thought to their being educated by illustrated pamphlets. They must be provided with these facilities; but first of all they must be given houses in which to live.

As a final note I would like to refer to the occasion when the Blue Streak rocket was being planned, and when £1,000,000 was spent at Talgarno on the construction of houses, because it was considered to be an emergency. I recall that it was only in 1958-59 that I led a deputation to the Minister for the Interior—I think his name was Howard Beale—in the Liberal Party Government, and asked for a few hundred thousand pounds to be spent on natives in the interior of Australia. But there was no money available. The member for South Perth, and the ex-member for North Perth (Mr. Lapham) accompanied me on that deputation. There was no money available for the natives, but for the Blue Streak rocket £1,000,000 was spent and, as we all know, the whole project was scrapped overnight. It was possible to spend £1,000,000 on this rocket, but the people over whose country the Blue Streak was to travel were to get nothing.

The only solace that might be derived from the Blue Streak rocket is that one or two missions were able to secure some cheap material at Talgarno. This is the thinking we find amongst public and responsible men when it comes to considering human relationships and the provision of facilities for the primitive people—the original owners—of our country.

I know people who are looking after natives in Western Australia, in various areas, and who are doing a wonderful job. In this connection I would particularly refer to the Aboriginal Welfare Committee, which is doing such magnificent work in the metropolitan area. I am anxious that this Parliament should approach the Commonwealth Government with a view to

getting money set aside for housing our native people. I am satisfied that the native problem can be solved in the next 10 or 20 years if these people are provided with accommodation for their young children who may be going to school; and for their teenagers who may be leaving school and becoming master tradesmen, as they are doing throughout the Northern Territory.

I think members know that these people are becoming master tradesmen, builders, plumbers, carpenters, and so on. They are building their own homes in the Northern Territory, and they could do the same around Western Australia if they were encouraged to do so by the Government.

I know the Minister has done a good job; but the Government has let him down very badly, because it has not been seized with the importance of the problem which the Government created itself last year when it passed certain amendments through the House which cost it nothing. It could, however, in my opinion ruin the future of thousands of young natives, particularly if the problem is not properly tackled by the Police Department, the Education Department, the Health Department, the Native Welfare Department, the Child Welfare Department, the State Housing Commission, and the other people who have some responsibility in this matter.

I have no desire to see a native woman drunk in Kalgoorlie, or in the Great Southern: but unless natives are educated in their handling of the liquor problem, it matters not what houses are built for them, or what else is done for them, it will be to no avail. If ever the Minister had a problem on his hands he has one today, and the Government should do all it can to assist him in this matter.

If we take a quick look at the money handled by the Department of Native Welfare we will find that exactly 11 per cent. of £1,000,000 spent is used in direct aid to help natives on the reserves, and to provide them with a bit of clothing and housing. I implore the Government to help the Minister with his problems, otherwise the situation will get much worse.

In conclusion, I trust the Government will give some consideration to what I have said in connection with the standard gauge railway and the other problems which affect my electorate, particularly those which relate to housing, pest control, volunteer firemen, and retail prices. The other matters which I wish to raise I will mention at a more appropriate moment, when I am not likely to raise your ire, Mr. Speaker, by speaking over my time.

Debate adjourned, on motion by Mr. Burt.

House adjourned at 11.14 p.m.

Legislative Council

Wednesday, the 19th August, 1964

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

PARLIAMENT HOUSE ENVIRONS

Building Control: Ministerial Statement

THE HON. L. A. LOGAN (Midland—Minister for Town Planning) [4.33 p.m.]: Have I your permission, Sir, to make a statement?

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

The Hon. L. A. LOGAN: Because of the Press letters which have appeared in the last few days regarding the controversy concerning the aesthetics around Parliament House, I thought it would be right to report back to this House to let the public be made aware of the conditions which led to the committee being set up.

If members will recall, on the 14th November, 1961, the House dealt with the following motion moved by The Hon. G. E. Jeffery:—

That in the opinion of this House the Government should treat as urgent and introduce legislation immediately to exercise a reasonable degree