

However, in this direction things have been going too slowly. In Perth we have had the Pan Indian Conference on Training and a group of experts were sent to the United Kingdom. They compiled the Tregillis Report and recently, as I said earlier, on the 11th May there was the national training conference in Canberra.

When we compare what we are doing now with what has been done elsewhere we find that we are still only in the talking stage—particularly when we compare it with what some of our competitors in international markets are doing. I quote—

In 1964, Britain introduced the Industrial Training Act, a far-sighted measure which has revolutionised industrial training in that country.

In 1962, the United States introduced the Manpower Development and Training Act and in 1967 the President, in his Manpower Report to Congress, called for a further Federal training commitment.

New Zealand recognised the importance of developing sound training policies by the appointment in 1969 of a National Vocational Training Council.

I do not think anyone can deny that those three countries who are so farsighted will go ahead in this race; and unless we do something, and do it quickly, to catch up, we will be sadly lagging. Admittedly, we can allow them to pilot the steering schemes, and maybe we can take them up at a later date. However, I do not think we can leave it too late because if we do then we are going to be in awful trouble.

When we talk about training people we should not think, as some people do, that somebody is sent to a course, they come away with a piece of paper, and that is the end of it. In this State we have to involve the whole community because training is an ongoing thing; it does not stand still. There may be other members here who feel like I do, but with the vagaries of politics perhaps any string to the bow would not be too bad. Perhaps we should go out and learn to become "A"-class welders and get \$164 a week for doing the work. It might help, too, if we did more to rehabilitate some of those who are discharged from the Armed Forces. However, whatever is done, it must be complete and the training must be carried out in conjunction with the learning institutions that we have.

We need block training for apprenticeships; that is the modern method. We have reduced the time for some apprenticeships to three years, but do not let us stop at apprentices. We need to instruct supervisors; we need to instruct managers; right the way through the whole gamut we need training, retraining, and continued training. If we can be this flexible then we have the mobility in the labour force of this country that will be very much needed;

because as one economist once described it, what retards the growth of Australia is the tyranny of distance.

We do have problems; no-one can deny that, and in this regard I should like to quote some statistics that show that in 1967-68, 70 per cent. of all factories were employing no more than 10 employees; 13 per cent. were employing between 13 and 20; 9 per cent. were employing between 21 and 50; 6 per cent. were employing between 51 and 200; and only 2 per cent. were employing over 200. So we are not talking about large-scale industry. Goodness me, in capital goods in Perth there is not one large mass production firm; they are still only in the era of batch production.

I fear that if mass production came about we would be caught in a rather uncomfortable position. We would not have the manpower to deal with it unless we followed the lead given in the recommendations of the committee which met after the training conference was held. If any honourable member is interested in reading the whole of the committee's report he can gladly borrow my copy, because I feel its recommendations are vital to the growth of the State and the nation. For the information of members I will quote the first paragraph contained in the report of this committee. It reads as follows:—

1. Training the workforce is not an objective in itself. Its purpose is to increase job satisfaction and to improve the standard of living of the community through increased productivity.

A workforce of five and a half million people is involved and their skills can be improved by training.

I hope I have said enough and, what is more, said it simply enough for this message to be understood. To the members of this House who are charged with the leadership of this State I make this final plea: we need training to increase our productivity, and we need it to survive. I sincerely hope that any legislation introduced to this Parliament with a view to this end will be passed with ease and eventually have the greatest amount of money expended on the administration of it. I thank you, Mr. President, and the members of the House for the kind attention you have afforded me.

**THE HON. J. L. HUNT** (North) [3.12 p.m.]: In speaking to the debate on the Address-in-Reply, I would, first of all, like to refer to two former members of this House. I am speaking of The Hon. F. J. S. Wise who, in this House and in another place served the people in the north and in the North Province for approximately 37 years. The contribution that Frank Wise made to the progress of this State is fully appreciated by the people of the North Province and I would like to place on record their appreciation of the sterling job he performed over this long period.

Secondly, I wish to mention the late Hon. H. C. Strickland who served the North Province for approximately 20 years as a Minister of the Crown and as a private member. He also has earned the appreciation of the electors in my province.

During the short period I have been a member of this House I have received every assistance and courtesy from members of both Houses and also from the officers and staff of Parliament House, and to them I wish to express my appreciation for what they have done.

The present-day problems being met by the rural industry affect my province to a large extent and, in particular, affect the Pilbara district where the pastoral industry is unable to diversify by growing crops of grain or something of a similar nature. The Pilbara is purely a woolgrowing area and if the present recession persists the pastoralists will be in dire straits. At present what I would like to see is the total deferment of pastoral lease rentals because this could possibly assist the pastoralists to survive during these dry periods, and should the price of wool improve it will help these people to carry on.

Over a long period of years I have noticed that whenever one of these properties is abandoned it never returns to production. Over the years many properties in the north have folded, but I cannot recall any instances of one being returned to production. Admittedly, one or two properties in the Pilbara area have been re-established by the Government with the object of ascertaining what can be done.

Certain tracts of land have been fenced with a view to finding out whether they can be brought into production once again by allowing natural grasses to re-establish themselves for the purpose of grazing stock. To date I have not seen any improvement in the land, but with the passage of time this may finally be achieved.

With regard to the mineral industry in the north, I have had the privilege of working in the area and I have been closely associated with the industry. For the past 20 years I have lived in the Pilbara district and have travelled over the whole of the North Province as a member of the Western Australian Mines Department. I have watched the growth of this industry from its humble beginning to its present large scale production. I understand that in 1970 the value of minerals produced in the Pilbara area was in the vicinity of \$580,000,000. With the upgrading of equipment and other facilities used for the production of iron ore I can well understand that the figure will be greatly exceeded in the future.

I cannot help but think of the town with which I was closely concerned; that is, Port Hedland, which is right in the centre of the Pilbara iron ore industry. In

the initial stages the people were not, in my opinion, treated as they should have been. I think the commencement of the industry was made a little hastily and without consideration being given to how it would affect the people living in the area. When a small town of a few hundred people grows into a large one of several thousand within a comparatively short time, certain disabilities and disadvantages are suffered by the residents, and I think these could have been avoided.

In referring to the huge quantities of iron ore that are being stored close to the town of Port Hedland, I was particularly interested to hear the remarks of the Duke of Edinburgh. These remarks were made during his recent tour of that area after some speakers had referred to the record tonnages of iron ore being brought into the town, the record tonnages that were being exported from the port, and the record size of the ships that were being used to transport the ore from the port.

In the midst of all this activity the people who actually live in the town should not have been overlooked, but I am afraid that this has happened at Port Hedland. The disabilities that are suffered by the people could have been lessened to a degree in the early stages of Port Hedland's development if a certain gentleman in another place who used to visit the area quite frequently had not told the people that they would have to live with it. That was quite different from the attitude adopted by the Duke of Edinburgh and what he had to say about the place.

I also wish to make reference to the production of other minerals in the area, such as manganese, copper, gold, and tin, together with many other base metals. These small companies were established by people on their own initiative, and in some instances under very trying conditions. The manganese industry established approximately 250 miles from Port Hedland is operating a mine, has built the required roads and maintained them, and kept the towns in the Pilbara going for a number of years prior to the advent of the iron ore industry.

The Pilbara was a rich goldmining area many years ago, and this industry battled on over the years. Unfortunately, like the goldmining industry in the other parts of Western Australia, it has fallen by the wayside, partly as a result of the low level of the gold subsidy made available by the Commonwealth Government.

I understand that over the last 15 years the total amount of subsidy on gold equalled only one-quarter of the annual subsidy granted to the woolgrowers. I am not saying that the subsidy to the woolgrowing industry is not warranted. I only hope that over the years the wool subsidy will be the means of getting the producers

out of their problems, and that they will not have to make approaches to Canberra for an increase and be rejected repeatedly.

Transport in the north is a big problem. I am sure members will appreciate that centres in the North Province can be from 700 miles to 1,500 miles from the metropolitan area, and that the cost of commodities and necessities is extremely high. I refer to vegetables, fruit, milk, and the like. I would like to quote the prices of a few of the items. Milk costs about 20c a pint, and I doubt whether any stone fruit in season can be purchased for less than 35c per pound. Bread costs about 24c a loaf, and a daily newspaper costs between 12c and 15c, depending on the area. This gives some idea of the high cost of living in the north.

From time to time a problem arises in trying to obtain parts for motor vehicles which are required in a hurry. It is practically impossible to go into a motor dealer's shop and get the part required. The part might be a brush for a generator, or a new rotor. If the part is not on hand it means that a phone call to Perth has to be made, and this costs between \$1 and \$1.50. The method of transporting such parts to Port Hedland, Marble Bar, Wyndham, and such centres is by air, but over the years this form of transport has proved to be a problem. I have debated this subject on many occasions, and I can say that the only practical means to despatch the required parts to the north is by air express.

For some reason or other parcels despatched by air freight seem to be retained in the depots of the airlines down here. They might be left for four or five days. However, if a person is prepared to pay the cost of transport by air express he can have the part sent immediately. One can imagine the cost of transport by air express to some of the outlying centres. Air express is double normal freight costs.

These are some of the transport problems in the north. The only reason I could get from the airlines for adopting the method of transport by air express is that it is an accepted practice throughout the country, and they have to go along with it.

In my visits to the Kimberley, particularly to centres around Kununurra and Wyndham, I was perturbed to see the quantity of perishable goods coming from other States. The people there realise they can obtain their perishables and stores in a better condition and cheaper from South Australia than from Western Australia. That is a ludicrous situation, and should not be permitted to continue, especially when Western Australia is keenly seeking increased sales of its products. We should be able to send such goods to Wyndham, Kununurra, and similar centres at prices competitive with the Eastern States' producers.

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With the upgrading of port facilities at Wyndham I was hopeful that the new LASH type vessels would be put into commission, but apparently finance was not available to acquire these ships. The cost was exorbitant. I understand that a unit load type ship will be put into commission shortly, and this will ensure that goods are transported to Wyndham in a reasonably good condition; in a condition comparable with that of goods transported by road from Alice Springs to Kununurra and Wyndham. When goods are transported by ship from Fremantle to Wyndham they can be despatched by road to Kununurra and arrive there without much damage, because that road is sealed, and costs should be competitive with goods from South Australia.

The other day I was surprised to hear my colleague representing the North Province speaking on the subject of daylight saving in Western Australia. He said that if South Australia advanced the clock by one hour anyone travelling to Kununurra from the Ord dam would arrive two hours and 10 minutes before he actually left his point of departure. If goods continue to be sent from the Eastern States to supply Wyndham and Kununurra, I would like to see the clocks put back sufficiently so that these goods never reach their destination at all!

Also on the question of transport I would like to see the continuation of the sealing of the roads in the area. With the torrential rains and the cyclone season causing considerable damage to these roads every year—in some cases hundreds of miles of roads have been washed out—millions of dollars have been wasted in repairing them. In the 20 years that I have lived in that area the roads have not been extended very much further. There is a sealed road stretching as far as Barradale, and one stretching from Dampier to Roebourne. Apart from that, little or no sealing of the roads in the Pilbara has been done. Between Broome and Derby, and Derby and Fitzroy Crossing, the roads are primed, and I hope it is not too long before they are completely sealed. This will ensure that the Fitzroy Crossing district is served by a sealed road, and road transport will be able to get through.

I understand there is provision in the works programme for a bridge over the Fitzroy River. This would provide access to the top end, Halls Creek, Kununurra, and to Wyndham. I do not think it is a very big problem. We constantly hear about the shortage of water and the amount of money necessary for priming and sealing. However, there were no problems during the last war when a road was pushed through from the south to the north. If the need is there, the money is there and apparently the water is available in sufficient quantities.

While on the subject of transport I would like to mention the Flying Doctor Service in the north. I have heard recently that new aircraft will be needed very shortly. It is absolutely essential that pressurised aircraft be provided for the Flying Doctor Service, at least one in the north and one in the south. An accident occurred at Mt. Newman recently when an employee of the Newman mine suffered severe head injuries and it was necessary to send the man to Perth to receive medical treatment from a specialist. Owing to his serious condition, the pilot had to fly the aircraft at a height of 500 feet. Anyone who has flown in that country at a low altitude would know what the patient had to put up with as well as the nursing sister who was trying to administer to his needs, and the pilot. Also, an accident occurred at Esperance the other day and the flying doctor aircraft had to fly at a minimum altitude to avoid any serious deterioration in the health of the patient.

I can only say that pressurised aircraft are essential. Flying at low altitudes, particularly in the north, would be similar I should imagine to mustering stock by aircraft. If anybody has been on one of those aircraft he will know what is involved and, if members have not, I suggest that they should try it out to gain some idea of what patients in aircraft have to put up with.

While on the subject of the Flying Doctor Service I should like to mention airstrips. It has always been thought that the Flying Doctor Service is available to all residents in outback areas of the north-west. However, there is one anomaly as there is no airstrip in the Lombadina-Beagle Bay area where an aircraft can land. I understand some work was done recently but, owing to the unsuitable nature of the ground, or because of some other excuse, the airfield was not finished. Therefore, the people living at the mission stations in the area have no access by air to the hospital at Broome. The only way for accident victims, sick people, or expectant mothers to travel to Broome is by landrover, or some such means as that, for a distance of 100 miles. As members can imagine this is a trying ordeal indeed.

I would like to touch on native welfare. I thank The Hon. Lyla Elliott for mentioning this problem in her speech to the Address-in-Reply on which, incidentally, I must congratulate her. She brought to my notice a few points of which I was not aware.

I have some personal knowledge of this subject because during the whole of my adult life, or as far back as I can remember, I have lived in areas where there have been large numbers of Aboriginal people. The conditions on the reserves worry me a great deal. I refer particularly to reserves in the north. I am sure all members are aware of the conditions but, nevertheless, I must stress them again. In

many instances, the living conditions have progressed very little, if at all, from what they were as long ago as I can remember. Recently I was in Halls Creek and many people on the reserve are still living in lean-to or mia mia types of shelters. At the time I was there it was bitterly cold, but practically no shelter whatsoever was available.

On the other hand I saw what was, to my way of thinking, almost a palatial residence in Halls Creek itself. I made inquiries as to who the house was for and I was told that it was provided from Commonwealth moneys allocated to houses for natives in Halls Creek. I am told that the home cost \$32,000. It was of four bedrooms and had all the amenities which can possibly be provided in the Halls Creek area. There were fans in all the rooms, L.P. gas was laid on for cooking, it had electric light, and, all in all, was a nice modern home. However, I could not help but think that \$32,000 could be put to better use to provide housing for more people. I cannot see many houses being built at this price. I would far rather see a small two-bedroomed or three-bedroomed house built to accommodate Aborigines until such time as more funds are available than build a more expensive type of home. I do not think it is necessary to go to the extent of spending \$32,000 on a house for native people in Halls Creek, Fitzroy Crossing or any other town in the north.

I understand, too, that there was some controversy over this house and that it was not restricted to the cost alone. The person allocated the house was working for the shire council and was receiving as much money as his counterpart on the other side of the truck. His counterpart explained to me that he was not at all happy about the situation because the native labourer was receiving the same wages as he was and the native was paying \$4 a week while he was paying \$18 to \$20 a week for a State Housing Commission home.

I was particularly interested to hear The Hon. Lyla Elliott speak of her personal experiences on a kibbutz farm in Israel. I was unaware that this kind of thing existed but apparently the locals there think along the same lines as our native people in Western Australia, or at least those in the north. I was speaking with some of the elders in the north some time ago and they more or less had the same idea. I know that some of the elders at Mowanjumb wish to return to their tribal land. This applies, too, to some of the people at Broome and Derby who wish to return to Sunday Island, and also to natives in the Pilbara at Yandeyarra and Kangan stations. They feel they want to get back to their own areas. They do not want to live in towns or on mission stations.

They would be quite happy to return if some land were allotted to them on which to run stock. I refer particularly to land in the Kimberley area. They claim that for up to the last 100 years they have been doing most of the work on the cattle stations and they do not see why they cannot run a property on their own with money allocated to them. Apparently they have not been fortunate enough up to date to have land allotted to them. They have been treated the same as the Gurindji people in the Territory who are trying to get land for themselves at Wattie Creek. If these people were allocated some land they would be much happier. They do not want to go into towns or see the younger Aborigines go there. However, it might be hard to visualise whether the younger generations would live on settlements if they were established. Still, it is worth a try.

An article appeared in *The West Australian* on Tuesday, the 20th July. It was under the heading, "A Cry for Help is Answered." In all probability most members saw this article in the paper. It carries a photograph of an Aboriginal mother and baby who were receiving some treatment at a clinic in Beaufort Street. According to the article it is a purely voluntary set-up and a branch of the Save the Children Fund. I think it comes closer to what is necessary in the treatment of Aborigines than anybody else has come up with or than I have been able to think of myself.

These people go into the homes of the Aboriginal people to try to help them with their domestic problems, and so on. In this article it states that at the Princess Margaret Hospital the number of native children patients at any given time is approximately 10 per cent. out of a proportion of about 2 per cent. of natives in the total population of Western Australia. It is quite evident, I think, that these children are not being catered for properly so far as their home life is concerned, either through ignorance or the shyness of these people about seeking medical help.

I think I can say I know these people fairly well—not so much those in the metropolitan area but those in the northern country. They are a very shy people. Once one gets to know them they will take one into their confidence and half the problem is solved. The unfortunate part—and this happens in the north, and particularly in different hospitals in the north—is that one sees quite a high percentage of native children in the hospitals. They look very fit after being there for a while. They are quite happy; they are cheerful little fellows; but it is very unfortunate and we are most unhappy to know that shortly after they return to their homes, most of the kiddies are back at the hospital again, mainly because the mothers,

through ignorance, are not capable of looking after them properly. They do not know what to do with medicine which is to be given to the children. Perhaps one of the other children might become sick and instead of the first child getting the correct amount of antibiotics or medicine, it is given to the other children of the family if they are sick in the hope that it will cure them too.

If any member would care to read this article, I am sure he would agree that the views in it are very close to what we should aim at with regard to the Aborigines. I quote just the last paragraph from this article—

The children are delightful to take out—there is no competition or jealousy among them. We can learn much from them.

They need help with their health, their education and their training. Only by working through the children and encouraging them can we hope to improve the lot of future generations of Aborigines.

From what I can remember reading anywhere regarding the Aborigines, I think that goes the closest to expressing my own views.

I would particularly like to see pre-school kindergartens established on the native reserves—kindergartens as we know them. Most children are obliged to go to school, and this includes the Aboriginal child, but without any preschool training he is well behind scratch before he even starts. After school he is given a certain amount of homework to do. He appeals to his mother or his father at home; perhaps they are uneducated—they might be natives off stations—but for one reason or another they are unable to help him. The Aborigines mostly live in dwellings which have no electric light—no amenities at all—and so the child soon loses his ambition to go any further.

I would like to see preschool kindergartens established wherever possible to help these children and to give some help to the mothers in the rearing and looking after of the children.

*Sitting suspended from 3.45 to 4.00 p.m.*

The Hon. J. L. HUNT: I would now like to mention the subject of education. It is encouraging to learn that Mr. Withers, my colleague in the North Province, is aware of the education needs of the north country. This problem is not new to me because I have been involved in it personally through local government and through the north consultative council for a period of many years. I have been trying to get something done about this problem ever since the advent of iron ore development in the north, but with little success. I will not go into the figures quoted by a previous speaker in relation to the cost of sending a child to school,

etc., and living costs in the north. Those matters have been dealt with thoroughly already and I must agree that the figures quoted are very close to those I have obtained.

However, I would like to point out a couple of anomalies which exist in this field. The first is in regard to tuition fees which are not payable to schools where the children's parents live outside Western Australia. I refer to two instances; namely, Newry station and Rosewood station, which are in the Northern Territory. The children concerned are Aborigines and they attend school in Western Australia because there are no other schools in the vicinity. Aboriginal parents are most reluctant to send their children far away. The children get very lonely when sent away from their parental tribal areas.

I imagine one would almost be able to throw a stone across the border from those two stations because they are so close to the boundary between Western Australia and the Northern Territory. However, tuition fees are denied because the parents of the children happen to live in the Northern Territory. That is an amazing situation which exists under our present legislation.

The second anomaly refers to the living-away-from-home allowance for children in the north. There is a difference between that paid in the Northern Territory and that paid in the northern parts of Western Australia. When the Commonwealth and State Governments get together I do not know how they work out that a living-away-from-home allowance is worth more in the Northern Territory than it is in Western Australia. However, that situation exists at the present time and it is one that should be investigated and rectified.

The matter of sending children from remote areas to high schools has already been mentioned. For many years we have been trying to rectify the anomaly in this respect. From some questions that were asked in another place recently—I believe it was Tuesday—I understand that new junior high schools will be established at Meekatharra and Newman in 1972 and that senior high schools will be established at Carnarvon and Port Hedland in the same year. I understand also that a new hostel will be opened in 1972 at the Port Hedland Senior High School. The Minister also said that the decision to build further hostels at senior high schools, or to extend existing hostels, will be dependent upon the established needs. I mention those matters because it may be of some interest to Mr. Withers to know that those amenities and facilities will be available in the near future.

I would now like to mention some of the works programmes in the north at present. I was in the East Kimberley area quite

recently and I had a look at the Ord River dam project. The project is well under way now and it is expected that the main wall of the dam will be finished soon—I think the deadline is the 31st October. The main dam will then be ready to take water from the main catchment area during the next wet season. It is not hard to visualise the extent to which the available water will be used in the Kununurra irrigation scheme once the dam is operating. Somewhere in the vicinity of 70,000 acres will be capable of irrigation and we can easily appreciate just what this will mean to the area. I am sure it will make a wonderful contribution to the cattle industry. The growing of fodder crops will be possible so that it will not be necessary to send cattle in poor condition to the meatworks or to send them down south as store cattle. They will be able to be fattened on the land, and I can visualise that in the near future the Wyndham meatworks, without further extensions, will not be able to handle the number of cattle turned off this country.

When I was in the area a number of years ago it appeared to me that Kununurra was an attractive place with nice gardens, etc. But it seems to have deteriorated to some extent over the years and on making inquiries I was told that owing to the high cost, people were reluctant to use water on their gardens. I should imagine that, even with the diversion dam in use, the amount of water available for gardens would be very small. We have the same problem in the Pilbara where we receive no water allowance.

I understand that in the metropolitan area a person pays his rates and is then entitled to a certain amount of water without charge. I am able to use about 100,000 gallons of water at the house in which I am living in the metropolitan area, and when I have used that amount I will have to start paying excess. However, people living in Kununurra and other towns in the north have to pay when they take the first gallon of water at the rate of 20c per 1,000 gallons. That situation applies to my residence at Port Hedland. The cost of water is 20c per 1,000 gallons to 50,000 gallons, then 25c to 100,000 gallons and 30c per 1,000 gallons for all water over that figure. No allowance whatsoever is made, so it is costly to grow a garden in those areas.

In the Pilbara last year we had only seven days to go before we had completed a full year without a spot of rain. The average was spoiled at that stage when we received about 12 inches overnight. The garden I was trying to grow was washed away.

Another anomaly exists in regard to electricity. Reductions in price have been made at Port Hedland and other small reductions have been made in places where the power stations are run by the Public

Works Department. However, people in places like Wittenoom, Roebourne, and Marble Bar are still paying up to 15c a unit for electricity. This gives them no chance to install air-conditioning units because the cost of running them is well out of the reach of the average person.

I feel that the State Electricity Commission is a State commission and is not run merely for the benefit of the metropolitan area and the South-West Land Division. The people in the north are entitled to have electricity at the same price as their counterparts in the metropolitan area. It is hard enough to live in the north without paying extortionate prices for water and electricity, especially when in the north the importance of those two commodities is far in excess of what it is in the metropolitan area. There is very little cool weather in the north; it is mostly hot, and the conditions are rather hard. They are harsh enough without people being deprived of a garden or a method of cooling the house.

Members may or may not know that the water situation in Port Hedland is such that whilst at the present time there is an adequate supply, there is no great potential for increasing it. I understand that in the near future the DeGrey River will be tapped to provide a further supply. That will necessitate a pipeline running 50 or 60 miles to Port Hedland in order that use may be made of the water. But until such time as a dam is provided in the area, I do not know what would happen if a couple of dry seasons were experienced. The present supply comes from bores in the riverbed and if the underground water supply fails I do not know how bad the situation would be; I am sure it would be rather acute.

There is a need for new wharf facilities at Wyndham and Port Hedland. I know that the Port Hedland facilities are severely taxed at times and ships have to wait before they can unload machinery and general goods for the town at the town jetty. The old jetty is just about nearing the end of its useful life. During the dredging of the harbour preparation was made for a new land-backed wharf and I understand that is on the agenda for the near future. I feel the new wharf is badly needed, as is the extension of the jetty at Wyndham. When the Ord River scheme becomes fully operative and new land is opened up the facilities at Wyndham will be totally inadequate.

In his Speech, His Excellency the Governor mentioned a few new towns in my electorate, including South Hedland, Karratha, Wickham, Paniwonica, and Paraburdoo. He also mentioned that a new town will be established in the Admiralty Gulf area at Port Warrender. I understand that in the future the Amax people will be producing bauxite there. All these towns are to be company-established towns and most of the construction work will be carried out by companies.

However, there will be a need for education facilities, police, and other public servants. Another town is also to be established at Shay Gap where a mine is being opened up by the Goldsworthy people, and the same will apply to that area.

After making those few remarks, I would like to mention something a little closer to home. I refer to the road toll about which I am particularly worried at the moment. Many lives are being lost on our roads and I would like to quote some figures from the "Seat belt report" in this morning's issue of *The West Australian*. The total number of people injured in the period from January to June was 2,052. Of those, 92.7 per cent. were not wearing seat belts, and 7.3 per cent. were wearing seat belts. The number of people killed on the roads in that period totalled 84, and of those 2.4 per cent. were wearing seat belts whilst 97.6 per cent. were not wearing seat belts.

I feel that sufficient evidence in support of the wearing of seat belts has been provided. They do to a very marked degree save lives on the roads and I feel sufficient evidence has been provided in support of that general opinion. I hope all members of this House will support any legislation brought forward in this respect in an effort to save further injuries and deaths on our roads. I thank you, Mr. President, and members of the House for the patient hearing you have given me. I support the motion.

**THE HON. N. McNEILL (Lower West)**  
[4.14 p.m.]: The first matter I would like to mention in supporting the motion for the adoption of the Address-in-Reply relates to the large number of new members who have joined this House following the State elections on the 20th February. There has been a great influx of new members, and I would like to extend my congratulations to them on their election to this House and this Parliament.

I would also extend my very sincere congratulations to all new members who have made their maiden speeches. I am sure it will be agreed that they have set a standard in the delivery of their maiden speeches which augurs very well for the debates in this House. I express the hope that they will enjoy their participation in the debates in Parliament, and that they will gain great satisfaction from the contributions they make. I trust that they enjoy their stay in this House. I would also like to extend my congratulations to Mr. Baxter on his election as Chairman of Committees.

In this address I would like to devote myself to a number of subjects which I believe are of extreme importance in the normal conduct of life as we know it in Western Australia. I think they are probably amongst the most important subjects occupying the minds of Western Australians at the present time.