

The Hon. N. E. BAXTER: I believe that is true. The cost of living in Western Australia is purported to be higher than in other States of Australia. I believe that the Government should give this matter very serious consideration to see what can be done in the interests of the State and in the interests of our trade balance. If we are not prepared to keep our costs down, we have no hope in the world of competing on overseas markets. We have seen what has happened in the last year or two in primary production. Mark my words, the same thing will happen with secondary production if action is not taken to keep the price of consumer goods down. That means that wages must be on a level which will give the people the ability to live reasonably and will give us the opportunity to compete on world markets. Let us not adopt this policy of increasing taxes, thus increasing our costs, because that is suicide.

A few weeks ago I was discussing this subject with an American journalist who is the sub-editor of a newspaper in Missouri. He also writes for *Time-Life Magazine*, and he has travelled on presidential campaigns with John F. Kennedy and President Nixon. He is associated with a number of senators in America. This man expressed the same opinion as I have on this matter, and said that a lot of the trouble in America emanated from high profits in the metal trades industries.

As a result of the big profits reaped by companies people in America pay high prices for consumer goods. If we want to become Americanised and go the way America is going, let us do nothing about it. But if we want to have a virile country, with a high standard of living, and a future in front of it, the Governments of this country—both State and Commonwealth—must take some action in the matter and set up an authority such as I have suggested to keep the consumer goods price escalation under control.

The Hon. A. F. Griffith: Let me ask you a question. If a certain section of the community works for the Government, and the Government has to find \$3,000,000 or \$5,000,000 for increases in their wages, what would you do to make up that money?

The Hon. N. E. BAXTER: What is the reason the Government had to find \$4,000,000 last year for teachers?

The Hon. A. F. Griffith: I suppose you would say that is attached to the consumer price index?

The Hon. N. E. BAXTER: Yes. The point is that if we had control of the escalation of the price of consumer goods, that money would not have to be found because a reasonable standard of living could be obtained on the wages paid. The increasing prices for consumer goods are forcing the workers to press for higher

wages and, to a degree, to win them in the arbitration courts. They do not get all they ask for because they ask for more than they want. However, they do get increases and those increases have to be justified in the arbitration courts. I did not refer only to the State; I referred also to the Commonwealth.

The Hon. A. F. Griffith: Check your speech tomorrow and you will find you referred to the State Government.

The Hon. N. E. BAXTER: I do not mind the Minister checking my speech.

The Hon. A. F. Griffith: You said that Commonwealth and State Governments were prepared to stand by and do nothing, and I said that your remark was not fair.

The Hon. N. E. BAXTER: I do not think I used the words "stand by and do nothing." I am almost sure I did not. I suggested that Commonwealth and State Governments should do something about checking the inflationary trend in Australia today. I do not want to delay the House any longer. I have had my say and I believe implicitly that what I have suggested should be carried out. I trust that some notice will be taken of my remarks but I know that many big guns will be brought to bear in an endeavour to keep them from the light of day.

Debate adjourned, on motion by The Hon. Clive Griffiths.

House adjourned at 11.03 p.m.

Legislative Assembly

Wednesday, the 26th August, 1970

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

SUPPLY BILL

Assent

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

QUESTIONS (33): ON NOTICE

1.

HOSPITAL

Rockingham-Kwinana

Mr. RUSHTON, to the Minister representing the Minister for Health:

- (1) What capacity and range of service is to be provided in the first stage of development in the new Rockingham-Kwinana Hospital?
- (2) Has the original concept and planning for this hospital been amended?
- (3) What capacity and services are planned now for when the hospital is ultimately completed and when is this expected?

- (4) How long is it expected to take to complete stage one from time of awarding contract?
- (5) Will he give an estimate of the staff required in the various professional and non-professional categories for stage one and the completed hospital?

Mr. ROSS HUTCHINSON replied:

- (1) This hospital will provide a general practitioner service and the first stage will contain 40 general beds and 28 maternity beds.
- (2) The design has been changed but the basic concept has not varied greatly.
- (3) Services, including mechanical and catering, will be sufficient to cope with more than 68 beds, and areas likely to require expansion in the future are being designed to provide for it with the minimum of disruption to the balance of the hospital. It is not necessary to determine the ultimate size, but the site and design of the hospital will permit expansion as required.
- (4) From 18 months to two years.
- (5) Staffing levels will be determined after construction has commenced.

2. METROPOLITAN TRANSPORT TRUST

Wages: Percentage of Total Cost

Mr. DUNN, to the Minister for Transport:

- (1) What percentage of the cost of running the M.T.T. is attributable to wages?
- (2) Of this percentage, what proportion is attributable to those responsible for collecting fares and policing such collection?

Mr. COURT (for Mr. O'Connor) replied:

- (1) 68.92 per cent.
- (2) 15.30 per cent. This includes the additional cost for one man bus operation. Without this the proportion is approximately 10 per cent.

3. TRAFFIC ACCIDENTS

Statistics

Mr. DUNN, to the Minister for Police:

- (1) How many accidents occurred in the metropolitan area in each of the past three years?
- (2) Of these, how many occurred between the hours of 7 a.m. and 9 a.m. and 4.30 p.m. and 7 p.m.?
- (3) How many of these accidents occurred within a radius of 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 miles from the General Post Office?

Mr. CRAIG replied:

	1967	1968	1969
(1) Non-casualty accidents ..	12,659	15,187	*
Casualty accidents ..	3,522	3,607	3,758

Total accidents ..	16,181	18,794	*
--------------------	--------	--------	---

(2) Non-casualty accidents—			
7 a.m.-9 a.m.	1,690	2,184	*
4 p.m.-7 p.m.	3,438	3,976	*
Casualty accidents—			
7 a.m.-9 a.m.	343	393	409
4 p.m.-7 p.m.	909	887	877

Total accidents—			
7 a.m.-9 a.m.	2,033	2,577	*
4 p.m.-7 p.m.	4,347	4,863	*

* From the 1st July, 1969, non-casualty accidents have not been recorded or published by the Bureau of Census and Statistics.

- (3) This information is not available.

4. *This question was postponed.*

5. HOSPITAL

Wooroloo

Mr. DAVIES, to the Chief Secretary:

- (1) Has his department completed taking over the Wooroloo Hospital?
- (2) If so, how many prisoners are at present accommodated there?
- (3) What is the expected ultimate capacity?
- (4) What has been the extent of any alterations and cost involved?
- (5) By whom was the work carried out?
- (6) What alterations, extensions, etc., are planned in the foreseeable future, and at what cost?

Mr. CRAIG replied:

- (1) Yes.
- (2) 109.
- (3) 150 to 200.
- (4) Security fence commenced but not completed. Toilets and showers installed. X-ray room converted to prisoners' reception room, property room and office. Boiler replaced by two smaller automatic units. Cost up to the 25th August, 1970—\$30,269.
- (5) Public Works Department supervision. Toilet, showers, and boilers private contract, balance prison labour.

- (6) Inmates canteen, additional showers, renewal water pipes, renewal gutterings, maintenance of quarters, painting of Officers Training School—estimated cost \$38,331.

6. STAMP DUTY

Robe River Loans

Mr. TONKIN, to the Treasurer:

- (1) Will the \$55,000,000 Robe River loans, the bulk of which is to be provided by the Australian Resources Development Bank Ltd. and Partnership Pacific Ltd. at a rate of 9½ per cent. be subject to the 1½ per cent. duty imposed by the 1969 amendment to the Stamp Act?
- (2) If "No" what are the circumstances which make the loans exempt from the duty?

Mr. COURT (for Sir David Brand) replied:

- (1) No.
- (2) It is understood that the loans will not be raised in Western Australia. Even if loans were raised in this State, duty would only be imposed where the interest rate exceeds 10 per cent. Following the recent general rise in interest rates the Government decided to follow New South Wales in lifting the rate prescribed in the Stamp Act to 10 per cent. as from the 1st July, 1970, pending amendment to that Act.

7. DROUGHT RELIEF

Rural and Industries Bank Mortgages

Mr. TONKIN, to the Minister for Lands:

- (1) Have applicants to the Rural and Industries Bank for advances for drought relief been required to give security for any loans made?
- (2) If "Yes" what kind of security was required?
- (3) In how many instances have advances been given on the security of a second mortgage on the applicant's property?

Mr. BOVELL replied:

- (1) Yes.
- (2) First mortgage over land on which applicant's farming is done.
- (3) None.

8. POTATOES

Importation and Marketing

Mr. I. W. MANNING, to the Minister for Agriculture:

- (1) From which districts and in what quantity per district does the Western Australian Potato Mar-

keting Board normally draw supplies for the Western Australian trade during the months of July to September inclusive?

- (2) What is the reason for the acute shortage of Western Australian grown potatoes at the present time?
- (3) Is the board taking steps to ensure that there is an adequate supply of fresh potatoes available to consumers throughout Western Australia?
- (4) From what source, and at what price are the potatoes being obtained?
- (5) Will the imported fresh potatoes be distributed in the recognised potato growing districts; if so, will the potatoes be subject to expert inspection for disease?
- (6) During August-September, what will be the price to consumers of—
 - (a) Western Australian-grown potatoes;
 - (b) Eastern States-grown potatoes?
- (7) On what previous occasions has the Western Australian Potato Marketing Board undertaken the importation and marketing of interstate grown potatoes in competition with Western Australian growers?

Mr. BOVELL (for Mr. Nalder) replied:

- (1) Potatoes are drawn proportionately from licensed growers in all districts except the metropolitan area, in quantities to meet market requirements.
- (2) A drought-caused shortage of irrigation water resulted in reduced plantings, low yields, and a high incidence of loss due to potato tuber moth.
- (3) Yes.
- (4) South Australia and Victoria at various negotiated prices.
- (5) No.
- (6) Retail prices are not fixed. The wholesale price will be adjusted to compensate for variations in costs, if any, of imported potatoes.
- (7) The Western Australian Potato Marketing Board does not market potatoes in competition with Western Australian growers. Any importations are to supplement deficiencies in fulfilling orders.
Since the board's inception this has been necessary only once previously, and that was in the 1949-50 season.

9. **DRUNKEN DRIVING***Blood Tests*

Mr. FLETCHER, to the Minister for Police:

- (1) What number of times have breathalyser units been used since inception on inebriated and suspected inebriated drivers of vehicles?
- (2) What number of times have those apprehended—
 - (a) sought blood tests in conjunction with breathalyser tests;
 - (b) elected to rely exclusively on blood tests?
- (3) (a) What is the cost per blood test;
- (b) what is the total cost to date?
- (4) Where are they performed?
- (5) In view of the recently published comment of alleged inaccuracy of breathalyser tests, is it not possible that more suspected offenders will choose blood tests?
- (6) If so, and if these are performed at public hospitals, is it not probable that present medical staffs could be required to give attention to suspected drunken drivers to the detriment of other patients requiring their attention?
- (7) If priority is given to patients, is it not likely that the time lapse could proportionately reduce the blood alcohol content of a person waiting to be tested and consequently reduce the prospect of conviction for drunken driving?

Mr. CRAIG replied:

- (1) 4,462.
- (2) (a) 93.
- (b) Not known.
- (3) (a) The fees prescribed for the attendance of a medical practitioner for the purpose of these regulations are:—
 - (i) on any public holiday, or a Sunday or at any time between 1 p.m. and midnight on a Saturday, or during the period between 8 p.m. and 8 a.m. commencing on any day—\$7; and
 - (ii) at any other time—\$5.
 The fee for an analysis of a blood sample for alcohol by an analyst at the Government Chemical Laboratories is \$5.
- (b) Approximately \$15,000.
- (4) At police stations or hospitals.
- (5) It is possible. Past experience indicates that following a published report of alleged inaccuracy of breathalyser tests, for a short period more people elect to undergo blood tests.

- (6) It is highly improbable. Past experience is that doctors will not take blood samples of suspected drunken drivers to the detriment of other patients requiring their attention.
- (7) It is not likely, as regulations provide for a calculation back to the time of the alleged offence.

10. **EDUCATION**
Federal Budget

Mr. RUSHTON, to the Minister for Education:

Will he interpret the Federal Budget as it relates to education in Western Australia, namely—

- (a) the total payments to Western Australia for education, in general terms; and
- (b) the extra payments for education to Western Australia from the recent Federal Budget increases, in detail?

Mr. LEWIS replied:

- (a) and (b) No interpretation can be given until the Federal Budget is passed and official advice received.

11. **WATER SUPPLIES**

Bores: Agaton and Watheroo Areas

Mr. McPHARLIN, to the Minister for Water Supplies:

- (1) How many bore holes have been put down in the Agaton and Watheroo areas?
- (2) How many of these produced water suitable for human consumption?
- (3) Have production and replenishment tests been completed?
- (4) If so, what is the quantity in gallons per hour of each?
- (5) Is it intended that these bores are to be connected to the Comprehensive Water Scheme?

Mr. ROSS HUTCHINSON replied:

- (1) Bores were drilled at 25 sites.
 - (2) 19.
 - (3) and (4) The current stage of testing has been completed with the following result. Test pumping rates were as follows:—
- | | | |
|---------|-------|---------------|
| Bore A3 | ..... | 15,000 g.p.h. |
| A4 | ..... | 8,740 g.p.h. |
| A6 | ..... | 7,600 g.p.h. |
| A7 | ..... | 11,000 g.p.h. |
| A12 | ..... | 19,000 g.p.h. |
| A13 | ..... | 18,200 g.p.h. |
| A15 | ..... | 11,000 g.p.h. |
| A16 | ..... | 20,000 g.p.h. |
| A17 | ..... | 20,000 g.p.h. |
| A18 | ..... | 19,000 g.p.h. |
| A21 | ..... | 10,700 g.p.h. |

It should be noted that long-term pumping rates from production bores could be different from these values. An overall figure of three m.g.p.d. has been estimated as the yield of this area.

- (5) It is not planned to incorporate this source of water into the current stage of the comprehensive agricultural areas water supply scheme.

12. WATER SUPPLIES

Mundaring and Wellington Dams

Mr. GAYFER, to the Minister for Water Supplies:

What is the amount of water currently stored in the Mundaring and Wellington dams, as against the same time last year?

Mr. ROSS HUTCHINSON replied:

Mundaring Weir storage is 13,871 million gallons on the 26th August, 1970, compared to 13,609 million gallons on the 26th August, 1969.

Wellington Dam is at present full and was also full at this time last year. The maximum capacity is 40,790 million gallons.

13. EDUCATION

Quairading and Brookton Junior High Schools

Mr. GAYFER, to the Minister for Education:

As wall type fans are to be installed in demountable classrooms, when may the same necessity be expected to be installed in the Bristol prefabricated classrooms at Quairading and Brookton Junior High Schools?

Mr. LEWIS replied:

A top level interdepartmental committee of Public Works and Education Department officers is at present investigating the whole matter of cooling devices in school buildings.

Mr. Gayfer: That is the same answer which you gave me this time last year.

14. HOUSING

Contracts: Delay

Mr. TONKIN, to the Minister for Housing:

- (1) What was the value of State Housing Commission signed contracts on hand at the—
- (a) 30th June, 1969;
 - (b) 31st July, 1969;
 - (c) 30th June, 1970;
 - (d) 31st July, 1970?

- (2) In respect of the reported \$9,000,000 uncompleted works outstanding at the 30th June, 1970, is the country north of the 26th parallel included?
- (3) If so, what is the respective number of units and value in such areas?
- (4) In respect of the reported additional \$5,000,000 works not commenced what areas of the State are affected?
- (5) What are the names of the contractors concerned with the discussions with the State Housing Commission on Friday last?
- (6) What was the result of such discussions?
- (7) In view of the fact that \$14,000,000 value of work is approximately one-third of the commission's 1970 programme, what is the reason for the delay in taking remedial action by the State Housing Commission?
- (8) If the delays continue will he confer with the Minister for Works for the major reorganisation of the day-labour organisation?

Mr. O'NEIL replied:

- (1) Readily available information relates only to the incomplete portion of contracts. This is as follows—
 - (a) \$8,086,935.
 - (b) Not available, as figures have been taken out on a monthly basis only since September, 1969.
 - (c) \$8,348,348.
 - (d) \$7,647,236.
- (2) Yes.
- (3) 59 units on which incomplete work was valued at \$510,214.
- (4) Metropolitan area—\$3,177,000.
North-west—\$786,940.
Other country areas—\$1,334,500.
- (5) The organizations represented at the discussions were:

C. & M. Arto.
H.D. Construction.
Jaxon Construction.
A. V. Jennings.
S. Leveridge Ltd.
D. Manzi.
Estate of S. Moyle.
Perth Construction.
Plunketts Ltd.
M. Van Tiel.
Watson Construction.
Florida Homes.
L. P. & C. A. Bombardieri.
H. P. Oorschot.
R.D.C. Construction.
Karison Construction.
Calais Construction.
A. Ravi.
Skyline Homes.

(6) Those present were informed of decisions made by the commission in regard to variations of contract conditions. These decisions are:

(a) Contracts will be liable to cancellation if practical commencement has not begun within two weeks of signing the contract, which must be within fourteen days of receiving a letter of acceptance of tender.

(b) Where building permits are not available within two weeks of application, contractors will be advised to commence construction. The commission will indemnify the contractor against legal proceedings initiated by a local authority if proceeding without a permit.

(c) Liquidated damages will be imposed in all cases where contract time is exceeded.

(d) Where reasons for delay are given as non-availability of local products and on investigation shows that serious delay would result from local preference provisions, consideration may be given to waiving this requirement.

(7) Following the easing of pressure on labour supply in the building industry, it was thought advisable to allow contractors time to take advantage of better labour supply and improve contract performance. When it appeared that this did not eventuate, positive action by the commission was deemed necessary.

(8) No.

15. WATER SUPPLIES

Helena River Dam

Mr. DUNN, to the Minister for Water Supplies:

Concerning the proposal to build a small dam on the Helena River approximately half a mile below the confluence of the Helena River and Plesse Brook, can he advise if any of the farms at present pumping water from the Helena River are likely to be affected and, if so, which ones?

Mr. ROSS HUTCHINSON replied:

It is not expected that the construction of the small dam on the Helena River will affect the pumping of water to farms during the summer months.

16 and 17. *These questions were postponed.*

18.

EDUCATION

Subsidy: Remote Areas

Mr. NORTON, to the Minister for Education:

(1) Is the Government introducing a new education subsidy for children in the north-west and remote areas?

(2) If "Yes" what will the subsidy be and when will it come into operation?

(3) Will there be any means test; if so, what form will it take?

Mr. LEWIS replied:

(1) to (3) The question of further assisting parents in the north-west and other areas of the State is currently under close investigation. No decision has been reached.

19.

MIDLAND JUNCTION ABATTOIR

Sheep: Slaughtering Capacity

Mr. YOUNG, to the Minister for Agriculture:

(1) Is the Midland abattoir able to handle the present intake of sheep through the slaughterhouse in the week of delivery?

(2) If "No" what is the average weekly carryover of mutton, sheep, and lamb?

(3) How many shifts are worked at present?

(4) If there is a carryover would an extra shift be possible?

Mr. BOVELL (for Mr. Nalder) replied:

(1) Yes, subject to inspection staff being available.

(2) Answered by (1).

(3) Two.

(4) No.

20.

BUSH FIRES BOARD

Model Constitution

Mr. GAYFER, to the Minister for Lands:

(1) Is there available from the Bush Fires Board a model constitution for the use of Voluntary Bush Fire Brigades?

(2) If so, could a copy be tabled?

(3) If not, could he cause such a document to be drawn up?

Mr. BOVELL replied:

(1) Bush fire brigades are constituted in accordance with the by-laws of the local authority concerned. the Bush Fires Board assists local authorities, where required, in the

preparation of appropriate by-laws, and provides specimen by-laws for this purpose.

- (2) and (3) A copy of the specimen by-laws is submitted for tabling.

The by-laws were tabled.

21.

BRIDGE

Garratt Road

Mr. TOMS, to the Minister for Works:

- (1) When is it proposed to commence work on the construction of the new bridge at Garratt Road to connect with Belmont?
- (2) What is the anticipated date for completion of the Garratt Road widening and ancillary works to relieve the present bottleneck?
- (3) Are there any plans to repair or carry out maintenance on the existing bridge; if so, what?

Mr. ROSS HUTCHINSON replied:

- (1) This matter is still subject to negotiation with other authorities and until agreement is reached no date can be given for commencement of work.
- (2) Reconstruction of the section of Garratt Road between Neville Street and Elizabeth Street is to be carried out jointly by the Bayswater Shire Council and the Main Roads Department. Work is expected to commence towards the end of this year and be completed during April, 1971. Investigations for improvements to the intersection of Guildford Road are still in progress.
- (3) Yes, principally repairs to decking and resurfacing.

22.

TIMBER

Production

Mr. H. D. EVANS, to the Minister for Forests:

- (1) What has been the total value of timber—
 - (a) exported from Western Australia;
 - (b) used within the State, in each of the last three years?
- (2) What has been the number of persons employed in the timber industry in Western Australia in each of the last five years?
- (3) How many timber mills have ceased operation in Western Australia in the last 18 months?

Mr. BOVELL replied:

- (1) (a) Year ended the 30th June, 1967—\$7,450,100.
 Year ended the 30th June, 1968—\$4,637,300.
 Year ended the 30th June, 1969—\$4,781,200.

- (b) Year ended the 30th June, 1967—\$18,239,900.
 Year ended the 30th June, 1968—\$22,014,200.
 Year ended the 30th June, 1969—\$19,124,800.

Basis of value—after first conversion (on mill skids).

- (2) 1965—3,832.
 1966—3,484.
 1967—3,410.
 1968—3,503.
 1969—3,101.

- (3) Since the 1st January, 1969—
 Two mills closed permanently.
 Two mills closed temporarily.
 One mill destroyed by fire and not rebuilt.

23. *This question was postponed.*

24. KWINANA POWER STATION

Fuel Oil: Price

Mr. TONKIN, to the Minister for Electricity:

- (1) Has the price of fuel oil to the Government in respect of the contract to supply Kwinana power station been increased since the introduction of the Federal Budget increasing the duty on motor spirit?
- (2) If "No" is an increase in price possible?

Mr. BOVELL (for Mr. Nalder) replied:

- (1) No.
- (2) It is not considered the increased duty on motor spirit will affect the price of fuel oil.

25.

WOOL

Rail Freight

Mr. GAYFER, to the Minister for Railways:

- (1) Is it a fact that new proposals of wool-bale freight include a charge of 10c per bale, inclusive of checking, for loading or unloading, and a charge of 5c per bale for checking?
- (2) Under what set of circumstances would these charges apply?
- (3) In respect of the carriage of wool, what rail freight rate applied and what would it cost to rail—
 - (a) Corrigin to Fremantle;
 - (b) Bruce Rock to Fremantle,
 ten tons in 1945;
 ten tons in 1955;
 ten tons in 1965; and
 75 bales under new proposed scheme?

Mr. COURT (for Mr. O'Connor) replied:

- (1) The new proposals provide for a charge of 10c per bale per service for loading or unloading when these services are performed by the railways. Under these circumstances checking is inclusive. When checking only is required the charge is 5c per bale. These charges maintain parity with the present rates.
- (2) When the services are actually performed by the railways.
- (3) (a) The rail mileage from Corrigin to Fremantle is 221 miles and the rates per ton on a consignment of ten tons of wool hauled 221 miles follow—

Year.	Rate per ton.	Plus Cover per Bogie Wagon.
1945	61s. (\$6.10)	5s. 0d. (\$0.50)
1955	121s. 6d. (\$13.15)	15s. 0d. (\$1.50)
1965	\$14.24	NIL.

Under the new proposals the charge is \$2.15 per bale.

- (b) The rail mileage from Bruce Rock to Fremantle is 184 and the rates per ton on a consignment of 10 tons of wool hauled 184 miles follow—

Year.	Rate per ton.	Plus Cover per Bogie Wagon.
1945	53s. 4d. (\$5.33)	5s. 0d. (\$0.50)
1955	121s. 9d. (\$12.18)	15s. 0d. (\$1.50)
1965	\$13.11	NIL.

Under the new proposals the charge is \$1.95 per bale.

26. COURTHOUSE

Donnybrook

Mr. KITNEY, to the Minister representing the Minister for Justice:

- (1) Is it still intended to erect a new courthouse in Donnybrook?
- (2) If "Yes" can he indicate when this is likely to be?

Mr. COURT replied:

- (1) Yes.
- (2) When loan funds become available.

27. *This question was postponed.*

28. METROPOLITAN TRANSPORT TRUST

Bus Service: Lockridge

Mr. BRADY, to the Minister for Transport:

- (1) Has any arrangement been made to extend M.T.T. bus services into Lockridge?

- (2) In view of the build up of potential commuters in the Eden Hill-Lockridge area, will additional bus services be arranged?

Mr. COURT (for Mr. O'Connor) replied:

- (1) The initial service to Lockridge was commenced on the 15th December, 1969.
- (2) The development is being closely watched and additional services will be provided as the demand increases.

29. *This question was postponed.*

30. FLUORIDATION OF WATER SUPPLIES

Country Towns: Effect on Rates

Mr. JAMIESON, to the Minister for Water Supplies:

- (1) What is the number of water rate-payers at each of the following towns:—
 - (a) Geraldton;
 - (b) Albany;
 - (c) Manjimup;
 - (d) Esperance?
- (2) Has there been or is there any intention to make any increase in water rates to cover any cost of fluoridation?
- (3) If so, what is the anticipated increase in rates in each town?

Mr. ROSS HUTCHINSON replied:

- (1) (a) Geraldton—5,900.
(b) Albany—6,350.
(c) Manjimup—1,265.
(d) Esperance—2,100.
- (2) No.
- (3) Answered by (2).

31. HOUSING

South Kalgoorlie-Boulder Area

Mr. MOIR, to the Minister for Housing:

- (1) What is the area of land required for the housing and development project announced by him earlier this year to take place in the South Kalgoorlie-Boulder area?
- (2) What are the number of dwellings to be erected—
 - (a) by the State Housing Commission;
 - (b) by other developers?
- (3) When is the development in this area to commence?
- (4) Over what period will it be carried out?
- (5) Is he aware that several people who have lived for many years on the extreme western side of this

area on a lease basis have been given notice of resumption without recompense, to take effect at the 31st December next?

- (6) As this will cause considerable hardship, will he have their cases reviewed in order to ascertain if the resumption of these properties is absolutely necessary?

Mr. O'NEIL replied:

- (1) 330 acres.
 (2) (a) 18 units scheduled during the year 1970-1971.
 (b) Not known, although there have been several inquiries as to availability of land.
 (3) It is anticipated that development will proceed to a point where building could commence in January, 1971.
 (4) Approximately seven years.
 (5) and (6) There appear to be three leases concerned. One lease expires in June, 1979. The State Housing Commission would need to negotiate acquisition with this lessee. The remaining two leases expire in December, 1970. Lessees have been advised that since the land is required, it is not intended to renew leases. It is possible that arrangements could be made to allow future tenancy on a monthly basis, subject to requirements for drainage and sewerage construction.

32. CIVIL SERVANTS

Safety Officers

Mr. HARMAN, to the Minister for Labour:

- (1) Which Government departments and instrumentalities employ trained safety officers?
 (2) How many such officers are employed in each department?
 (3) How many such officers are engaged predominantly in safety training in the field?
 (4) How many such officers are predominantly engaged in administrative functions concerned with workers' compensation inquiries, etc.?

Mr. O'NEIL replied:

- (1) Department of Labour—One safety liaison officer.
 Metropolitan Water Supply, Sewerage and Drainage Board—Two safety officers.
 Forests Department—One safety officer.
 Main Roads Department—One safety officer.
 Western Australian Government Railways—Two safety officers.

- (2) Answered by (1).

- (3) Safety training in the field forms an integral part of normal safety promotions by the safety officers.

- (4) None.

33.

WATER SUPPLIES

Catchment Areas: Exclusion of Industries and Service Forces

Mr. JONES, to the Minister for Water Supplies:

- (1) Was he correctly quoted in *The West Australian* of Monday the 24th August, 1970, where, he is reported as saying: "There is absolutely no question of any form of industry or service force being allowed on catchment area"?
 (2) Does this mean that no additional industries will be permitted to be established at Collie?
 (3) When was the Army training centre established in the Wellington Dam area?
 (4) Is he aware that during the last war years and since the war thousands of soldiers have been trained at the training base?
 (5) If "Yes" what is the reason for the change in policy?
 (6) In view of Collie Shire President's statement which appeared in the express edition of the *Daily News* on Monday, the 24th August, would he please clarify the situation?

Mr. ROSS HUTCHINSON replied:

- (1) to (6) I regret any misconceptions that may have arisen from the several Press reports which appear to have created some controversy regarding the subject of Army bases and water catchment areas. In order to "clarify the situation" as requested, I want to advise, firstly, that the Government is very keen indeed to co-operate with the Army in ensuring that a major service base is established on a suitable site in Western Australia. It should be known that more than one local governing authority has presented in one form or another a case for such a site within their boundaries. Secondly, as I have tried to inform various press representatives, with varying degrees of success, there are two issues involved in the particular questions and reports relating to the Collie and the Wellington Dam catchment areas.

One of these relates to an exercise in the Collie area that is carried out at intervals by the Special

Air Services group. The first of these took place, I understand, in 1958. The last camp was based very close to the edge of the waters of Wellington Dam which, of course, plays a vital role in the comprehensive water supply scheme supplying domestic and stock water to many towns and places in the south-west corner of the State.

It is felt in the interests of all concerned that such camps should be removed to areas where possible contamination of water supplies is avoided, so it should be understood that this does not necessarily preclude camping arrangements in areas more remote from the basin and, of course, a site downstream of the dam would not cause concern.

The second of these relates, as I have already briefly mentioned, to the possibility of the Army establishing a major base in Western Australia and is quite distinct from the S.A.S. site issue.

I advise that no state of war exists between any Government departments or indeed between my department and the Army and that I understand that the final location of a suitable site has been and will be the subject of considerable thought and negotiations between the Government and the Army.

In any case, I very much doubt that the Army, because of its expressed appreciation of general conservation principles, would desire to establish a base which might well in the future hold in total over 10,000 men, women, and children on a water catchment area.

QUESTIONS (3): WITHOUT NOTICE

1. CHAMBERLAIN INDUSTRIES

Reorganisation

Mr. RUSHTON, to the Minister for Industrial Development:

Is the Government informed on the state of negotiations for the reorganisation of Chamberlain Industries?

Mr. COURT replied:

Firstly I would say that the company has kept the Government fully informed on its negotiations. Secondly, the Government is of the opinion that the negotiations are not only being handled efficiently, but are in the best interests of the local industry.

2. WATER SUPPLIES

Catchment Areas: Exclusion of Industries and Service Forces

Mr. JONES, to the Minister for Water Supplies:

I would refer the Minister to question 33 (1) and (2) on today's notice paper which reads as follows:—

(1) Was he correctly quoted in *The West Australian* of Monday the 24th August, 1970, where he is reported as saying: "There is absolutely no question of any form of industry or service force being allowed on catchment area"?

(2) Does this mean that no additional industries will be permitted to be established at Collie?

I ask the Minister these questions again because he gave no answer to them when he replied a moment ago to question 33.

Mr. ROSS HUTCHINSON replied:

(1) and (2) I would advise that the reason I gave the answer in the terms I did was to try to clarify the situation. If the honourable member will recall, part (6) of his question asked me to do just this. It is difficult to clarify a situation by referring to one specific Press report which does not give the complete detail of what I said to the paper. I might say that five pressmen interviewed me about this particular matter.

Mr. Tonkin: Don't beat about the bush! Did the Minister say it or did he not?

Mr. ROSS HUTCHINSON: I said a number of things which were not reported. I deliberately refrained from trying to answer a specific question which was out of context. I did this in the belief that I was trying to clarify the situation.

On five different occasions I was asked questions on this subject by the Press and, on two occasions, I gave detailed replies to questions asked. On both those occasions not one word of what I said was printed in the paper but other points were printed.

Mr. Tonkin: Perhaps the Minister's comments were not worth printing.

Mr. ROSS HUTCHINSON: I am trying to answer the question asked by the member for Collie. The Leader of the Opposition can hold his own views; we all know how obsessed they can be. I want to say that it is very difficult indeed to give a logical answer to a report which is out of context.

Secondly, the member for Collie asked whether it meant that no additional industries would be permitted to be established at Collie. This falls outside my portfolio, but I do not think for one moment that would be the position. I think each case for an additional industry would be considered on its merits. I remind the honourable member—although I have no doubt that there is no necessity for me to remind him—that Collie was bigger previously than it is now so far as industry is concerned. I cannot see any real harm in some further industries being established at Collie if it means that the town will advance further. However, I want to stress again—I was reported in the paper on one occasion as saying this—that we must jealously guard our water catchment areas, and I doubt whether there is one member in this Chamber, with one possible exception, who would deny that sound principle.

3. WATER SUPPLIES

Point Samson

Mr. BICKERTON, to the Minister for the North-West:

By way of a brief explanation to my question, I advise that I have received correspondence from the Roebourne Shire to the effect that the Minister informed the shire in March, 1969, that Point Samson would possibly obtain a water supply when the Cleveland-Cliffs deal was finally accomplished. I understand that Cleveland-Cliffs is now making arrangements to take water to Cape Lambert. I assume the Minister did inform the shire to this effect, although I have only the shire's word and not the Minister's.

If this is so, in view of his undertaking, can he inform me what steps have been taken to ensure that Point Samson will receive the water supply from the water line going to Cape Lambert?

Mr. COURT replied:

As the honourable member will appreciate, the arrangements for the Robe River project to proceed have only just been completed. Whilst the main engineering proposals have, in fact, been approved, I must admit I have not studied this specific point.

In view of the questions asked by the honourable member I will undertake to look at the detailed proposals and answer his questions more precisely at the next sitting of the House.

Mr. Bickerton: Thank you.

BILLS (3): INTRODUCTION AND FIRST READING

1. Aerial Spraying Control Act Amendment Bill.

Bill introduced, on motion by Mr. Bovell (Acting Minister for Agriculture), and read a first time.

2. Government Railways Act Amendment Bill.

Bill introduced, on motion by Mr. Court (Acting Minister for Railways), and read a first time.

3. Eastern Goldfields Transport Board Act Amendment Bill (No. 2).

Bill introduced, on motion by Mr. Court (Acting Minister for Transport), and read a first time.

HONEY POOL ACT AMENDMENT BILL

Second Reading

MR. BOVELL (Vasse—Acting Minister for Agriculture) [5.07 p.m.]: I move—

That the Bill be now read a second time.

This Bill seeks to amend the Honey Pool Act, 1955-1957. The provisions of the Honey Pool Act, 1955-1957, establish the corporate name of the administering body as "The Trustees of the Honey Pool of Western Australia."

The trustees advise that the length and complexity of this title is proving cumbersome and is creating difficulties in its meaning, both in local business and in many countries to which the pool exports its products. This Bill is designed to provide for a briefer title and the proposed amendment substitutes the definition of "Corporation" in the principal Act to read "The Honey Pool of Western Australia" in lieu of the present definition.

The other amendments in the Bill are consequential. I commend the Bill to the House.

Mr. T. D. Evans: There is no sting in it!

Mr. BOVELL: No, it is a short and sweet Bill.

Debate adjourned, on motion by Mr. H. D. Evans.

WORKERS' COMPENSATION ACT AMENDMENT BILL (No. 2)

Second Reading

MR. O'NEIL (East Melville—Minister for Labour) [5.10 p.m.]: I move—

That the Bill be now read a second time.

During the passage of the Workers' Compensation Act Amendment Act, 1970, a number of issues were canvassed in the debate and an undertaking was given that these matters would be examined. This has been done, and the Bill before the

House seeks to make amendments related to *de facto* relationships, to the situation where a worker dies as a result of an injury attributable to serious or wilful misconduct, and to payments and benefits generally.

Although the parent Act specially provides for ex-nuptial children, the product of *de facto* relationships, we have to date refrained from including their mothers as dependants. Where recognition is given to *de facto* wives some effort at definition is necessary to distinguish a liaison intended to be permanent from those of a casual nature where no obligation of support could or should be expected.

In New South Wales the Act includes "a woman so dependent who for not less than three years immediately before a worker's death, although not legally married to him, lived with him on a permanent and *bona fide* domestic basis." Evidence of the satisfaction of these conditions is required in each case.

This Bill proposes to adopt the same principle and to cover the situation not only in respect of compensation payable upon the death of a worker, but also in respect of weekly payments resulting from loss of earnings through injury.

Currently under our Act, compensation is not payable to an injured worker where the injury is attributable to the serious and wilful misconduct of that worker. A similar defence to claims is found in other States' Acts; however, for many years now most Acts have permitted of compensation being paid where death or serious and permanent disablement results. This Bill contains such a proposition.

Members will recall that amendments made to the Workers' Compensation Act earlier this year were the result of recommendations from a special committee of inquiry and that certain recommendations were made to vary payments and benefits. It was conceded that some States had varied payments and benefits between the receipt of the committee's report and the introduction of that Bill into Parliament, and that other States were giving consideration to these matters. An undertaking was given that this subject would receive attention, and this Bill proposes certain increases.

The current weekly rate payable to a single male worker is \$26.10. The average of other States and the Australian Capital Territory is \$27.30. It is proposed to increase this amount to \$27, having regard to the fact that this figure is subject to variation in the basic wage, an automatic form of increase not enjoyed by more than a few States.

Mr. Jamieson: Will there be a basic wage increase?

Mr. O'NEIL: I would not know. The rate for a female worker is related to the male rate and currently stands at \$19.60. The

Bill provides that this amount be increased to \$20.25, thus maintaining relativity to the male rate.

The minimum weekly payment which is applicable to workers earning less than the basic wage is currently \$11.80. Adjusting this figure *pro rata* with the new male rate would produce a figure of \$12.17. It is proposed that the new rate should be \$12.20.

A wife's allowance currently stands at \$6.90 per week. It is proposed that this be increased to a figure of \$7.60, which is slightly above the average of other States.

Our existing child allowance is within a few cents of the national average; hence, the Bill contains no proposals to vary this amount, which was increased last session from \$2 to \$3 per week and extended to include children born during the period that a worker was receiving compensation, as well as being made applicable to full-time students under 21 years of age.

Consideration has also been given to amounts payable in respect of death. The sum at present payable in this State—excluding amounts added for children—is \$10,881. Amounts payable in other States are as follows: New South Wales \$10,000; Victoria \$9,000; Queensland \$8,640; South Australia \$12,000; Tasmania \$12,098, and the Australian Capital Territory \$12,000. The average of these amounts is \$10,623, a figure somewhat lower than that applying in this State. It is proposed, however, to increase this sum to \$11,000. It has to be realised, of course, that this figure is subject to basic wage fluctuation. For example, the existing figure of \$10,881 would increase by \$295 for each \$1 per week increase in the basic wage.

The decision to increase the amount payable in respect of the death of a worker necessitates a consequential adjustment to the minimum sum payable to a wholly dependent widow or mother. The Bill increases this sum from \$2,537 to \$2,665.

Mr. Tonkin: What is the reason for this Bill being called the Workers' Compensation Act Amendment Bill (No. 2)?

Mr. O'NEIL: The first one was in the first half of this year.

Mr. Tonkin: But this is a new session.

Mr. O'NEIL: I do not know. This is a matter for the draftsman, I am afraid. I think it is because it is still within 1970.

The SPEAKER: I should not be making this explanation, but it is still in the same calendar year. The previous Bill was passed in 1970 and this one, presumably, will be passed in 1970.

Debate adjourned, on motion by Mr. Moir.

ADDRESS-IN-REPLY: EIGHTH DAY**Motion**

Debate resumed, from the 25th August, on the following motion by Mr. Cash:—

That the following Address-In-Reply to His Excellency's Speech be agreed to:—

May it please Your Excellency: We the Legislative Assembly of the Parliament 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. RIDGE (Kimberley) [5.17 p.m.]: There are one or two issues which I would like to discuss at some length while speaking on this debate, but before progressing to those matters I would like to refer to a variety of subjects, and I start by congratulating the new member for Albany on winning his seat recently. I extend to him the wish that his stay in Parliament will be a happy and successful one.

Rainfall in the Kimberley region during the last wet season was somewhat erratic, and if we had not received some good late falls many of the pastoralists in the area would have been in a very difficult situation. As it transpired, some of the areas in the south-east of the electorate did not fare particularly well and I think it is reasonable to say, therefore, that drought conditions are being experienced. As a result of the poor seasonal conditions large numbers of breeding stock had to be carted out of the region, and it is probably the first time on record that there has been a big movement of cattle to south of the pleuro line.

It is encouraging to note that blood stock is still being introduced into the Kimberley area, probably at an unprecedented rate; and there is any amount of other evidence to indicate that pastoralists are becoming increasingly aware of the need to streamline their activities.

Although the meatworks prices for cattle have been comparatively good, the industry is confronted with a dangerous situation which has been brought about by the Australian Meat Board insisting that 50 per cent. of the meat produced in the region must be exported to countries other than the United States of America. In my view, that is a rather ridiculous decision because at this point of time the Kimberley growers have no chance whatsoever of competing on the prime beef market, and it is a well-established fact that the lean beef produced in the area is economically saleable only on the boneless meat market in the United States.

However, despite our inability to diversify—and that is a situation which is brought about not by desire but by geographical location—the meat board still

applies this restriction, which could eventually result in extreme hardship. Bearing in mind that the Kimberley product is not generally saleable on other world markets, the meatworks have been forced to buy their diversification poundage from exporters who have overfilled their quotas; and operators in baby beef and mutton are currently trading U.S.A. export entitlements at between 5c and 7c a pound, which in practical effect reduces the return on every beast killed by between \$12 and \$13. Obviously the Australian Meat Board has very wide powers, but I certainly hope that the Commonwealth Government will see fit to intervene in this situation before the stage is reached where some of the northern meatworks have to close their doors.

The flow of the Ord River this year was probably one of the lowest on record. However, I am not aware of there being any shortage of water for irrigation purposes; and in fact the unusually dry season appeared to be highly acceptable to cotton farmers from a growing point of view. It was disappointing to note that several farmers did not plant again this year, and this indicates that there are still many problems in the industry which will have to be overcome. These problems can only be overcome by co-operation between the farmers and the State Government, and I express the hope that we will see this partnership continued in the future as we have in the past.

From trials which have been conducted in the area it is apparent that the fattening of cattle will play quite a major part in the economics of the Ord River project. The Wyndham Meat Works recently killed some cattle which had been introduced to feed lot handling at Kununurra. The average dressed weight of the beasts worked out at about 100 lb. better than the average weight of range cattle. They were fed on grain sorghum, cotton seed, and other supplements, and over a period of about four months the weight gain was slightly in excess of 3 lb a day. This type of venture could become very profitable to the farmers in the area, but before any of them are prepared to enter into development of this nature, I expect they will require areas of dry land as near as possible to their farms. They will need this land for breeding and holding cattle.

I understand that in instances where land is at present being offered to farmers, it is on a 10-year lease basis and this is not generally acceptable because before the banks will lend them money for developing these properties they expect the farmers to be able to hold the land for at least 30 years. I hope therefore that the Minister for Lands will see fit to have a look at this situation also.

While I am speaking about the Lands Department I cannot let this opportunity pass without commenting that I find problems associated with that department to be the most frustrating ones I have to deal with in my office. I do not wish to cast aspersions on the ability of the officers of the Lands Department—I have found them to be very helpful and sympathetic towards some of my queries—but almost every day of the week I receive queries or complaints from my constituents regarding difficulties they are experiencing and it is not unusual for people to find that no action has been taken on their files for over 12 months.

I can name several instances of people having pulled up their stakes and left the area—people who have had money to invest in homes, business ventures, and so on—because they could not get hold of land reasonably quickly. Surely this is not good enough. If we want investors in the area—and we certainly do—it is about time we devised a system whereby land could be made available promptly. I appreciate that survey and administrative procedures can be quite involved, but it is very difficult to explain to a person why he cannot be favoured with a block of land on which to conduct a business venture or to build a house in a town which is isolated and surrounded by million-acre pastoral holdings.

In these circumstances I suggest it would be quite reasonable for the Lands Department to have a number of conditional purchase lots available locally on an "over-the-counter" basis. The shire council in each centre in the north could be responsible for determining whether the land was acceptable for the purpose for which it was required; likewise, it could have some power to rescind a lease or license if there was not reasonable evidence of the purchase conditions being complied with. It is a very serious situation and we urgently need some improvement in the method of land allocation.

Having had close association with local government in the north, I am aware of some of the financial difficulties experienced by shire councils. I suggest that the time has come for the Government to investigate the financial resources of remote local authorities, with a view to providing some form of financial aid for approved capital projects. A typical shire in the north has an area of approximately 40,000 square miles and a population of about 3,000 people. The revenue-raising capabilities of the council are extremely limited, and it is generally accepted that the capital cost of a building project is about 100 per cent. higher than it would be in Perth.

In simple arithmetic, this boils down to the fact that people in remote areas are deprived of many of the services which people in cities take for granted, purely

and simply because the services cannot be financed by small numbers of rate-payers. Almost every centre in the north is desperately trying to build either a kindergarten or an infant health clinic, and, while both of these projects qualify for some form of financial aid from the State Government, the bulk of the capital has to be raised by local fund-raising committees, which are doing a wonderful job. They find, however, that their efforts are frustrated by the fact that buildings costs are spiralling at a faster rate than they are able to raise funds.

Most people agree that the key to large-scale development of a remote region, such as the Kimberley, depends on our ability to reduce transport costs and at the same time provide regular and reliable services. The Coastal Shipping Commission obviously has great faith in the Lighter Aboard Ship vessels which it proposes to operate on the west coast and if in practical operation these ships prove to be as good as publicity leads us to believe, they will certainly be a welcome addition to the fleet of the State Shipping Service.

I was delighted to read a recent report wherein the Director-General of Transport advocated an easing off in the protection which is afforded to State instrumentalities. I agree with his statement that cheaper and more efficient transport for the north can only be met by a policy which extends user choice and competition. At present cartage contractors who operate services between Perth and the north are obliged to consign their loaded trucks and trailers by trains to the rail-head at Geraldton or Meekatharra, and from there drive them to their destinations, perhaps in the far north.

However, I am quite positive that if these people were permitted to operate a service on a "road direct" basis it would result in the turnaround time being much quicker. This is most important to the people in the north, because trucks are able to carry urgently needed parts and commodities much quicker than ships and at a rate much cheaper than that charged by the only other transport alternative—which is, air freight. Like transport operators everywhere else, those in the north consider there are special reasons why they should be exempted from the payment of road maintenance tax. I would be inclined to agree with them and if I thought this objective could be achieved I would be one of the first to put forward a case for the abolition of the road maintenance tax in the north, because I feel sure some very sound reasons could be advanced for its abolition.

However, the Premier and the Minister for Transport have, on numerous occasions, pointed out the necessity for the tax; but I would like to know whether a thorough investigation has been carried

out to determine if there is a more efficient and acceptable means of collecting the tax. In my opinion the present system of collection is ill-conceived and it is placing an unfair administrative burden on truck drivers. Surely to goodness our State transport experts could come forward with some proposal to overcome the anomaly and at the same time reduce the cost of administering the Act.

When he spoke on the Address-in-Reply debate recently the member for Gascoyne referred to a child allowance that is paid to civil servants who accept appointments in the north. I would go a little further and suggest that the same concession could be extended to Government wages employees. At the same time I point out that civil servants have their fares paid when they take their holidays annually, whereas wages employees enjoy this concession only once every two years. I am told that tradition has always dictated that certain privileges should be afforded to public servants, but I cannot say that I approve of the principle, because to my way of thinking it smacks of discrimination.

The payment of this child allowance was originally made to married men as an inducement to accept civil service appointments in remote developmental areas. I have no doubt that it achieved the desired result, but why should such a privilege be extended to one section of the community and not to another? If the allowance were paid to wages employees I think we could encourage many stable and respected men who are on wages to sign on for an additional period of service in these remote areas.

It might be argued that these people have no special qualifications. That may be so, but they are indeed key personnel who are making a real contribution towards these developmental areas in the same way as public servants. In many instances they volunteer their services for civil and sporting building projects. They also participate in service clubs and cultural groups and they accept election to many important offices in the community generally. This is done without any form of recompense other than the satisfaction of seeing a job well done.

Before leaving the subject I would like to say that we should also provide the machinery to encourage all Government employees to take their leave annually. In my opinion, 12 months in any remote area in the north is long enough for any employee without his having a break. The climatic conditions are extremely trying, and other pressures on the individual make annual holidays very desirable.

By way of an answer to a question last week, the Minister for the North-West informed me that since the inception of the north-west tree scheme, about 200,000

shade trees have been distributed throughout the north-west and the Kimberleys, and that, in addition to this, the scheme has encouraged the establishment of nurseries at almost every centre in the north. This is one of the simplest and finest enterprises to be undertaken in the region and I commend the people who have participated in it.

Within the next couple of months the Minister for Health will be travelling to my electorate to open a new hospital at Wyndham. He opened the Numbala Nunga Nursing Home at Derby some 12 months ago and, to the credit of his administration, the Derby Leprosarium has been almost completely rebuilt.

Generally, the standard of medical services in the north has improved tremendously, but we still have many problems in the area and I intend to make a brief reference to some of them. People from isolated centres such as Halls Creek have often complained to me of their position after consulting the doctor on his weekly flying visits and their being admitted to the Derby District Hospital. Transport to the hospital is on the aircraft operated by the Royal Flying Doctor Service, but on discharge no arrangements are made for the return journey of any patient, and not only is he responsible for paying the air fare of \$25, but also for the cost of accommodation if the time of discharge does not coincide with a scheduled air service. Further, this expenditure cannot be reclaimed from any hospital benefit fund, nor is it acceptable as a taxation deduction.

A problem also exists at the smaller centres in the north in regard to the administration of treatment for out-patients. As there is no resident doctor, out-patient treatment is prescribed by a nursing sister, and although a fee is charged in the usual manner, no hospital benefit fund will reimburse any portion of the amount. I understand this is the policy when a qualified medical practitioner does not attend the patient, despite the fact that, in many instances, the nursing sister would obtain specialised advice over the Royal Flying Doctor Service radio. In simple fact the people are paying an additional penalty for their isolation, and I consider there is an extremely sound case for a close examination to be made of the points I have raised.

I also suggest that we should have a close look at any policy which implies that the assimilation of natives should be total and without regard to the exercise of common sense and logic. I refer, of course, to the mixed confinement of patients in multiple bed wards in those instances when no parallel whatsoever can be made in the degree of sophistication between two peoples. In my opinion this policy is causing embarrassment and discomfort to whites and Aborigines alike.

Before I am branded as a segregationist, let me say that I am expressing a view which has been expounded not only by white patients, doctors, and hospital administrators, but also by the Aboriginal people themselves. No-one is suggesting there should be any change in the situation so far as acculturated people are concerned nor is it contended that treatment facilities should differ.

Let members try to imagine what sort of an experience it must be for an Aboriginal person to be admitted to hospital after having lived all his life in a tribalised state, or even in a camp on a pastoral property. His eating utensils might consist of nothing more than a pocketknife and a quart pot, whilst a canvas swag sheet is probably the closest he has ever been to white hospital sheets, and probably he has never worn pyjamas. Food trays, white paint, disinfectant, and press-button toilets and a multitude of other things, would probably be completely foreign to him, and it is possible he would like to have some place where he could spit his tobacco.

In dealing with a situation such as this, we must surely keep in mind that we are dealing with people whose contact with our way of life is extremely limited. Their habits and customs are within a pattern of life which was established by their ancestors, and it is unrealistic to expect that we can motivate them into accepting our standards if we do not try to understand theirs.

We seem to have this great preoccupation with assimilation and integration without having any apparent feeling for the people with whom we are dealing; and, in many instances, we are forcing them into a corner they do not like. Let us slow down this policy and step up instead some aid to these people, because with proper guidance and training we can encourage the Aborigines to approach assimilation with confidence instead of having it thrust down their throats at any cost.

On the question of education, it is difficult to know where to start, but it is my firm belief we should stop trying to pattern our education programme for the north on those conditions which prevail in the south. If we want to give children the education they deserve and inspire confidence in their parents, the State will have to produce a totally new concept which recognises the north as a problem area. We will have to design a scheme which is aimed at overcoming the disabilities of the region, and, whilst this is obviously going to be expensive in terms of capital outlay, the rewards for success should be a sufficient inducement.

Let me relate a not uncommon situation that is faced by a family residing in the Kimberleys. As is the case everywhere else, a child commences school in the year he turns six. Progress for the first couple of

years appears to be normal, but when parents compare their child with one of the same age who may have recently arrived from the south, it is realised for the first time that either they have a slow learner or there is something radically wrong with the education system.

By the time the child reaches fourth or fifth grade his mother and father are so worried that the decision is made to divide the family and send the child to Perth to continue his education. They are then informed that the child will not qualify for the living-away-from-home allowance granted by the Government, because there are facilities available locally to enable him to pursue his education. The Transport Commission undertakes to carry the student to and from school once each year, but if it is desired to have the child home for the May and August vacations, the parents bear the cost themselves.

If they are fortunate enough, the child can be boarded at a Government subsidised hostel at a cost of about \$500 a year, but the next best alternative is to have him placed in a private boarding school where the fees can be in the order of from \$1,200 to \$1,500 a year. By the time the child reaches high school it may be necessary for another child to leave home, and so the cost is doubled, still, in many instances, without receiving any form of financial aid from the Government.

To meet the cost involved, the mother often obtains employment, but of course this places the family in a fairly high income bracket and the tax man collects his dues accordingly. The real evidence of this is when taxation returns are completed at the end of the financial year. The district allowance that has been paid to offset local economic disabilities is taxable, as is the zone allowance which is granted to people living in remote or isolated developmental areas.

The maximum allowance for dependent children is claimed but from this is deducted the value of any scholarships or bursaries the child may have won, and if by chance one of the children is over 16 and is in receipt of the living-away-from-home allowance, this amount must also be deducted, and by this time the dependant allowance is not worth a cracker.

Some insane reasoning tells the taxpayer not to worry, because he foolishly imagines that his claim under education expenses will get him out of trouble.

Unfortunately this is not to be, because the maximum deduction is \$300, and considering it might have cost \$1,500 or more per year for each child the parent comes out second best in a two horse race with the tax man.

Perhaps this illustrates that the face value of the allowances is not very significant; and it should also indicate that we will not solve this problem simply by

making the allowances more attractive, unless the Commonwealth Government is prepared to recognise the need for adequate, tax-free education allowances. I would like to return to this point a little later.

I think that as a State our prime aim should be to remove the need for people to send their children away to receive education. This will only be achieved by a complete reorganisation of the education system in the north, and by the provision of good local high school facilities. The answer does not lie in building a regional high school at, say, Port Hedland, because this town is too far removed from the Kimberley region. I could state quite positively that, generally, this would not be acceptable to the people further north; and they would not entertain the idea of sending their children to another tropical town in preference to sending them to Perth.

The poor standard of education which motivates people into wanting to send their children away to receive education can be attributed to many factors, but at the very top of the list would be our lack of ability to recognise the need for providing specialised training for Aboriginal children.

Classroom integration is not objectionable, because the difference lies only in the pigmentation of a person's skin; it is only objectionable if there is an underlying difference in the degree of sophistication of two people which might have the effect of retarding the development of children accustomed to life in modern society, as we understand it.

I feel that by making a very elementary study of life in an Aboriginal society we are able to understand some of the problems that can develop in a classroom. In their indigenous state the Aboriginal people lived a completely nomadic life which was not dictated by time or concern for the future. They harmonised with nature, rather than put its forces to work for them. Competition did not have any significance whatsoever, because these people sought to achieve things as a unified group and not as individuals.

The Aboriginal people have never hoarded, because it was traditional to share things; and anything that was given was accepted without thanks and as a perfectly natural right. Their pattern of life had been determined by their ancestors, and, apart from a thorough education in the skills of survival, the Aboriginal children were not encouraged to question their elders.

How different is this from life as we pursue it? Time is the very essence of our being. We strive to provide for the future; we encourage competition; we have learnt how to save; and our store of

knowledge is improved by continual questioning. The point I make is that if there is no positive evidence of these traits in Aboriginal children, then classroom progression will be below the standard of what we should normally expect from children who have had roughly the same social training and social background.

I believe that to adequately prepare the native children to take their place in the classroom and in the community, generally, we must establish special pre-school training centres and then carry this concept through to remedial classes in schools for the slower learners and the more tribalised children.

By no means should this be where specialised planning finishes, because quite apart from devising a means of bringing about a change in attitude and thinking, we have to mould our planning around developing the best attributes of the Aboriginal, and generally to prepare him for the employment opportunities which exist, and which can and should be created in his sphere of environment.

Some of the mission schools which are associated with pastoral properties have worked on this principle with a reasonable amount of success, but I believe we still have a great deal to learn and our educators would probably do well to study the general system and the teaching methods which are employed in Aboriginal schools in the Northern Territory.

Mr. Bickerton: How would you define an Aboriginal child? What do you regard as an Aboriginal—one with some colour, or one who is a full-blood?

Mr. RIDGE: I do not think that either of these classifications would be a sufficient definition of an Aboriginal child. I am not suggesting that any of these plans should be put into effect for all Aboriginal children. I am suggesting that where there is a significant difference in the mental capacity of two children a distinction should be drawn.

Mr. Bickerton: And apply the distinction to determine whether they are black or white.

Mr. RIDGE: This depends on the child's social background.

Mr. Jamieson: Immediately you advocate that you are doing what you say should not be done; that is, force them into a sophisticated form of society which they do not understand.

Mr. RIDGE: What I am suggesting is that we are going into this matter without any reasoning, and without taking into account the two degrees of sophistication.

Mr. Bickerton: I think you will fall into difficulties as soon as you use a form of intelligence to decide which type of school a child should attend.

Mr. RIDGE: Perhaps it is up to the educators to decide this. Before leaving the subject of education I would like to make reference to what is known as the Aboriginal Secondary Grants Scheme of 1970. This is a scheme under which the Commonwealth Government recognises that it may be necessary and desirable to send a child away from home for education. By virtue of the grants which are available it acknowledges that this can be a very expensive proposition.

Under this plan financial assistance is available to secondary school students who are of Aboriginal descent and who remain at school beyond the statutory leaving age. The annual aid consists of \$50 for text books, \$150 for uniforms, \$240 as a living at home allowance, \$150 per week for pocket money, and the payment of tuition, examination and service fees. If the child happens to be living away from home, the Commonwealth will virtually pick up the tab for all of the fees at a boarding school; or alternatively pay a maximum of \$16 per week for private board. On top of this the Commonwealth Government sees a need for the student to be at home as often as possible and, accordingly, return fares are paid three times each year.

For the fourth and fifth year students the grants are slightly higher. From this it will be noted that the value of direct financial assistance to a first-year high school pupil can be \$1,100 or considerably more depending on the school which the child attends and on the town in which he resides. Unlike the practice in respect of aid from the State, there does not appear to be any restrictive measures applied to the Commonwealth grants; and, in fact, the method applied in paying some of the allowances could be described as rather loose.

My immediate reaction is to say "Good luck" to those who qualify under the scheme, but I cannot let this opportunity pass without expressing my complete disapproval of the inequality of grants accorded to two different sectors of Australian youth.

As food for thought, may I conclude by reading a short policy statement which was attributed to a former Minister for Territories (the then Mr. Paul Hasluck). He said—

The Australian Government has committed itself to a policy of assimilation. In practical effect that means that it will shape its work in nutrition, health, hygiene, schooling, housing, vocational training, employment, and the removal of legal restriction so as to promote the advancement of the people towards life in and with the rest of the Australian community and on exactly the same conditions as those enjoyed by all other Australians.

MR. LAPHAM (Karrinyup) [5.56 p.m.]: In this debate I want to deal with the subject of traffic, generally, and with aspects of traffic accidents. Nobody likes accidents. They involve all types of strain, injury, and pain, and they interfere with conventional living. Unfortunately, accidents are with us, and they do create an emotional impact not only on the injured persons but also on those who are associated with them and on the areas in which they are employed. Consequently it is surprising to see how far the impact of accidents does extend.

Whilst today traffic accidents are among the too-frequent causes of death, their frequency does not make them any more acceptable. As a matter of fact the newspapers today headline the accidents as an illness in modern society. Some newspapers have even said that accidents have reached plague proportions.

All these things have happened despite the fact that the modern motor vehicle is a remarkable piece of engineering. If we turn to the earlier days, and compare the motor vehicles of those times with the vehicles of today we will find that the modern vehicles are remarkable pieces of engineering provided they are used for the intended purpose and in the way for which they have been designed.

The ease of starting the modern motor vehicles is remarkable. There is no difficulty at all to start up a car. All one has to do is to walk out of the door, get into the car, turn the key, and the vehicle starts. Most owners of vehicles do that nearly every morning, year in and year out.

It is true that some makers design engines to perform at excessive speeds. Some cars have been designed to travel at 130 or 140 miles per hour, and others have been designed to travel at 200 m.p.h. In my view these high speeds are unnecessary. I am not advocating that we should encourage the makers to increase the speed of the engines; all I am saying is that people do not have to travel at these speeds. It is no reflection on the engine that it is able to be driven at a high speed; all that this indicates is that the car is a marvellous piece of machinery.

The brakes of a modern car are effective, especially to one who has had experience of driving vehicles with two-wheel brakes only. I grew up at a time when brakes in motor vehicles were novelties. For many years, right up to 1928 or 1930, motor vehicles had two-wheel brakes. As a matter of fact, the old Austin 7 car had almost no brakes; it was a hard car to stop.

Mr. Gayfer: Some cars travelling at 50 m.p.h. do not seem to have brakes!

Mr. LAPHAM: That would depend on the speed at which one is travelling when one applies the brakes. I would say that the modern car is provided with very effective brakes. Furthermore, the vehicles have almost fingertip control. It is a pleasure to drive them; and provided they are driven at the speed and in the manner for which they have been designed they are safe. Also, the modern tyres are almost blow-out proof. I remember years ago when motor car tyres blew out constantly; however, that is not the case today. If a person drives at a reasonable speed—and not at, say, 90 m.p.h.—the tyres will not blow out. The tyres of today are designed to resist abrasion.

The modern tyre has a fairly long life and, above all, it has very good wet road adhesion qualities. So we have a motor vehicle which is safe, and well shod, and yet despite those remarkable factors the accident rate involving motor vehicles is almost frightening.

Mr. Williams: The vehicle is in good order and well shod as long as people keep it that way.

Mr. LAPHAM: That is so; but lack of maintenance is no fault of the vehicle design.

Mr. Gayfer: You can blow a tractor tyre at 3½ miles per hour.

Mr. LAPHAM: I am not talking about tractors; I am talking about the normal motor vehicle being involved in so many accidents. The normal vehicle is well shod and is a marvellous piece of machinery, so I ask: Where is the fault? If the motor vehicle is sound—and I say it is except at excessive speed—and the roads are safe—and I say they are safe except for intersection problems—there should be no problems if the driver knows what he is doing. The intersection problems call for some rethinking and perhaps the stopping of the tendency to put loose metal on newly constructed roads.

Mr. Gayfer: A lot depends on the nut at the wheel.

Mr. LAPHAM: The real problem is the human factor. We are human beings ourselves, and we know quite a lot of other human beings, and it will be found that the individual thinks he is never wrong.

Mr. Williams: It is always the other fellow who is wrong.

Mr. LAPHAM: Yes, and courtesy is expected all the time.

Mr. Gayfer: Courtesy does not reign on the Queen's highway.

Mr. LAPHAM: The average driver spends hours in criticism of everybody else, but only minutes when making a self-analysis. I am speaking of the average human being; those I am looking at.

Mr. Williams: Look to your left and to your right.

Mr. LAPHAM: As a matter of fact, the average driver will raise a million reasons in self-justification of an opinion or an action. Yet he can so easily judge the other person wrong, especially if he is involved in an accident with that other person.

Intolerance and impatience are two bad human factors. The average driver is always prepared to give advice, but never prepared to heed it. He is usually imbued with the fallacy that it might happen to the other person, but never to himself. This is especially so with the younger generation; they accept the motor vehicle, with all its engineering and scientific improvements, not as a means to safer and saner driving but purely as a means to set a new standard of high speed and greater acceleration, faster cornering, and excessive braking. They all go together.

This is the human factor which expects more and more, and takes everything for granted at all times. There does not seem to be any appreciation of anything. These are all human factors for which we have to legislate in an attempt to provide accident prevention, and added to those factors are the other vagaries: the experience of jubilation or depression, energy or fatigue, tenseness or relaxation, attentiveness or inattentiveness, and the periods when we are wise or most unwise.

Mr. Gayfer: You have not yet touched on the over-cautious or unsure driver.

Mr. LAPHAM: It is true that we have the inexperienced or, perhaps, over-cautious driver. However, one does not know the reason for a driver being over-cautious. Perhaps he cannot see as well as oneself, so if one is tolerant, and not afflicted with the human factors I have propounded, one will probably see that there is reason for the over-cautious driver.

Mr. Gayfer: Over-cautious driving is not usually a display of good driving.

Mr. LAPHAM: The situation is that we must accept the human factor as being most complex, yet it is the factor that we have to legislate for. I think we all agree it is not very good material with which to work, but we have to do something with it.

To my mind one thing stands out crystal clear: the human being is not a robot, or a automaton. For that reason, to my way of thinking, the legislation we provide to cover traffic matters should be legislation for things to be done not automatically and quickly, but naturally.

I think it is necessary when dealing with a question of this nature—a question of traffic—to try to apply ourselves to legislation so that we introduce a natural and simple sequence at all times. People will then react automatically because it is the natural thing for them to do.

All legislation should aim at asking people to do things naturally. This is something which has not been attempted for many years. In this regard I want to deal with the question of the give-way-to-the-right rule which has operated for years and years. I can remember when this regulation was introduced, and I maintain that the regulation has been responsible for most intersection accidents. It was introduced many years ago to speed up traffic at intersections, and that was the one reason advanced.

Mr. Bertram: To confuse drivers.

Mr. LAPHAM: If it was introduced to confuse drivers, then it has been most successful.

Mr. Williams: In Europe they have to give way to the left, just the same.

Mr. LAPHAM: That does not mean to say they are right. As a matter of fact, this legislation was introduced because it was already applying in the Eastern States. I will never concede that the wise men come from the east. To my way of thinking we can work out our own problems in Western Australia. We do not have to follow the leader, the leader being the Eastern States. I consider that the principle of giving way to the right is wrong.

Mr. W. A. Manning: What rule should we have in its place?

Mr. Bertram: At least only one rule, instead of two.

Mr. LAPHAM: Years ago we used to see a comic strip type of film. It was a film taken of vehicular traffic, with the traffic travelling at normal speed. However, when the film was shown it was speeded up and the result was that the traffic appeared to be almost colliding. The traffic was made to move very quickly in all directions and the audience usually had their hearts in their mouths.

The give-way-to-the-right rule seems to follow the same principle because the rule implies that a driver shall look only one way. That was the original idea; look one way and never mind the other direction. Well, that would be all right if someone did not make a mistake. The rule presupposed that drivers were computers and that nothing would go wrong. However, occasionally someone makes a mistake and there is a collision, and, on many occasions, a death.

I think the give-way-to-the-right rule should be eliminated altogether, and I think that I have some supporters amongst the traffic authorities, because the Minister for Traffic recently introduced the priority road system. It is rather peculiar, but in 1956 I spoke in this House on this same matter of traffic and I suggested that one of our problems was that we were dealing with factors which were

wrong. I was opposed to the give-way-to-the-right rule and I suggested that the only solution was the major and minor road system.

Mr. Cash: We used to have that system.

Mr. LAPHAM: That is right; so we are back where we were before. Instead of calling it a major road system we are now calling it a priority road system. We have been operating for years under the give-way-to-the-right rule, but many years of experience have proved the system wrong. So we now introduce a priority road system.

Mr. Cash: Why was the major road system changed?

Mr. LAPHAM: I do not know. For years the problem was that traffic was under the control of the police, the same as it is today. However, in years gone by the police knew very little about traffic matters because they were a minor part of police activity. The police activity was mainly in the apprehension of criminals, and matters of that nature. The amount of traffic was small and policemen gained very little traffic experience. As a consequence they applied the little knowledge they had.

The speeches I made in 1956 on this matter refer to the inexperience of the experts. I think I referred to the swivel-chair experts. However, today the police control is different. The Police Department has had years of experience and is starting to apply the principles which should have been applied many years ago. I am more satisfied today because the priority road system is replacing the give-way-to-the-right rule on the priority roads.

Mr. Lewis: What rule should apply where there is no priority road?

Mr. LAPHAM: I would put the onus completely on the drivers not to collide. Reasonable drivers in the metropolitan area normally apply this rule themselves. The majority of drivers take action to see that they do not collide at intersections. The normal procedure is to ease up a little—especially if the intersection is dangerous—glance each way, and then move across the intersection.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. LAPHAM: Before tea I advocated the elimination of the give-way-to-the-right rule, stating that it was a dangerous practise because it was almost impossible to put into operation. It gives people a sense of safety that is not real, and it is a trap for the unwary. I argued that it helped to increase speeding at intersections and actually was designed to do so. In the first instance, it allowed for the person to look one way only and, consequently, when a mistake occurred it usually resulted in an accident. The rule was such that the assumption was that a human was akin to a robot; that he should not

make a mistake; and consequently, if he did, there were serious consequences resulting in accidents, and probably death.

I congratulated the Minister on the adoption of the priority road system, maintaining that was the answer to the problem. I still maintain that, because priority roads are a natural trend. Where heavy traffic flows along a major highway it tends to assert its own right of way and any sudden stops, in order to comply with an impractical law, such as the give-way-to-the-right rule, are not only dangerous, but also impede the traffic flow. Therefore, in my view, the priority road system is a good one provided traffic lights and "give-way" signs are installed. The traffic lights allow for a certain amount of traffic control and also the entry of vehicles from side roads onto the priority road. All in all, this system is a natural consequence and it is one which all motorists can easily understand.

There is one aspect about which, perhaps, I could criticise the department—I refer to the retention of "Stop" signs. Candidly, I do not like them. I can see the need for them at some points, but the fact that once a motorist has stopped at a "Stop" sign he can proceed immediately without giving way is a bad feature.

Mr. Craig: But there are no "Stop" signs associated with priority roads.

Mr. LAPHAM: I agree with that, but generally speaking I do not like "Stop" signs, although I admit that at times they are necessary. In the regulation providing for "Stop" signs I would incorporate a provision making it mandatory for a motorist to stop and give way. Once that is done it will overcome many of the problems with "Stop" signs.

One aspect I want to deal with this evening is motorcar advertising in newspapers and on television. With television advertising, particularly, there seems to be a tendency to glamorise the fact that a motorcar can travel at high speeds. In an endeavour to sell their cars, motor manufacturers usually have advertisements showing their vehicles travelling at fantastic speeds, sliding around corners, and even sliding on straight roads or in open areas. Films are shown with drivers virtually playing with the cars and sliding the tails of the vehicles to and fro. This gives youngsters, and particularly teenagers, a wrong impression of what a vehicle is meant to do.

A vehicle was first built as a means of locomotion. Let us go back to what happened a few years ago when we had only our legs to get around with. If a person was fit and well he could get along quite well at about four miles an hour. Later, public transport was provided; we were taken to the street corner and from there we walked home. Then came the modern motorcar and, as a consequence, people have their own private transport.

Mr. Court: You missed out the bicycle.

Mr. LAPHAM: There were a few intermediate stages, but I am moving quickly because time is against me. With the modern motorcar, people had their own private transport system, and this is something that I do not think we really appreciate. Vehicles were designed to give us an opportunity to travel from point A to point B at a speed at least 10 times faster than we could have walked. But what have we done with it? Every time a new engine is developed, which can propel a vehicle at a faster speed than another engine, we want to use that faster speed. We are setting a standard which is far in excess of what was ever intended.

In the first instance, a motor vehicle was intended as a means of locomotion; but today it is a different thing entirely. The motor manufacturers and the oil companies are prone to advertise in such a way as to accentuate the speed of vehicles, and what can be done with them—in other words, they accentuate the speed and manoeuvrability of a vehicle. Those aspects are glamorised and, to my way of thinking, it is bad for the young people in the community.

As a matter of fact, only recently I read of an accident which occurred in Victoria. Seven teenagers were killed; they were in a vehicle which had been travelling at 90 miles an hour when it crashed. To some degree I blame advertising for accidents such as that. Perhaps the way to overcome this problem would be for the authorities concerned to confer with the car manufacturers and the oil companies about their advertising and ask them to adopt a different system of advertising. I do not want to stop these companies from advertising; I do not think that is necessary. However, if some better type of advertising were used, such as emphasising the value of a vehicle instead of glamorising the speed at which it can travel, I am sure it would produce good results.

If advertisements could illustrate that by driving a vehicle in a normal way it could be driven for 80,000 miles without repair I am sure they would get results and we would have a better type of driver than we do with the present method of advertising. The emphasis should be on the manner of driving; the safety aspects; and the need to look after a vehicle so that it does not hurt the pocket in having unnecessary repairs carried out.

Mr. Craig: I agree with you.

Mr. LAPHAM: I agree that youngsters have a natural desire for speed. At one time we were all young and I suppose we all had some sort of a vehicle with which we used to speed. Perhaps we were the fortunate ones who lived through a desire for speed. However, when there is a

combination of youth and inexperience and over-exuberance, mixed in with a little alcohol, the mixture becomes explosive.

As a matter of fact, statistics prove this. On page 15 of the 1969 report of the Commonwealth Bureau of Census and Statistics, in that section relating to road traffic accidents in Western Australia, is set out the figures of the casualties for the year 1969 showing the types and age groups of road users involved. In the group 17 to 20 years there were 10 deaths and 488 people injured. In the 21 to 24 group, seven people were killed and 360 were injured. The figures were much higher than those for all the other groups, which indicates that the majority of deaths and injuries on the road are in the 17 to 24 age group. However, strangely enough there is one group—the 30 to 39 group—in which there were five deaths and 336 people injured. That was a surprising number to me and perhaps it indicates that some of the older people are still trying to do what they used to do not so long ago. To me, the fact that there were 336 people injured was most surprising and the number is far in excess of what I thought it should be.

Mr. Craig: But those figures would include pedestrians.

Mr. LAPHAM: There were five deaths and 336 people injured in that particular age group.

Mr. Craig: That is the pattern with the 17 to 24 age group. Really, they do not include pedestrians—or at least not many pedestrians are involved—in that group; it is with the older group that the number of pedestrians involved becomes more pronounced.

Mr. LAPHAM: The older people are still being injured in motor vehicles, and at the moment I am dealing only with motor vehicle accidents. The figures I gave were the total figures for motor vehicle drivers, motor cyclists, pedal cyclists, pillion and other passengers, pedestrians, and so on. The grand total in the metropolitan area was 5,214 injured and 145 killed. This means that 100 people a week were either killed or injured. That is a terrific number and we must do something to stop this carnage. There is not any one particular aspect to which attention can be given; the problem has to be attacked from many different angles.

As the newspapers have said, accidents are almost in plague proportions today; even the number of deaths is rising rapidly. One member who spoke on this subject last week said that in New South Wales the accident rate is lower than it is in Western Australia.

Mr. Craig: No.

Mr. Gayfer: Turn it up!

Mr. Cash: That is not right.

Mr. Craig: It is the other way around.

Mr. LAPHAM: I thought that was what he said. However, the traffic density in New South Wales is such that it is almost impossible to speed.

Mr. O'Neill: Not much!

Mr. LAPHAM: The cars are bumper to bumper at all times; and if the speed is cut down the accident rate must be reduced. One of the problems is speed on the roads; speed causes accidents. However, one of the problems the Minister has is that he has insufficient patrolmen. If he could put a few more patrolmen on the road I am sure he would cure a great deal of the trouble. As a matter of fact, I drive over the Freeway every day and I put the needle at 50 miles an hour, as I am permitted to do. But cars come up behind me, almost pushing me along, and as I will not go any faster they go around me and pass me. One sees the same thing everywhere, not only on the Freeway. There is too much speed on the roads. Also, to be quite honest, I am not too happy with the graduated speed limits on our roads. Although to some extent they act as a guide to the average motorist in regard to what a good vehicle in good hands can do—

Mr. Craig: They are an average.

Mr. LAPHAM: Very well. While those speed limits are a guide to the average motorist, they do not prevent those in the high-risk group from having accidents. As a matter of fact, the graduated speed limits were set under good conditions, by capable people driving good vehicles—

Mr. Craig: No.

Mr. LAPHAM: —and not bombs.

Mr. Craig: No; they are set from a survey of vehicles actually using a particular section of road over a particular period. The speeds are averaged out.

Mr. LAPHAM: I travel to Mandurah quite frequently.

Mr. Gayfer: But you are not used to travelling on country roads.

Mr. LAPHAM: I drove on country roads when the honourable member was a glint in his father's eye.

Mr. Gayfer: Well you have got out of the habit.

Mr. LAPHAM: I travel on the road to Mandurah in my own vehicle which, admittedly, is only 1,500 c.c., or 15 h.p., but I cannot keep up with the speed limits that are set for that road. I would be pushing the car to its limit if I did.

Mr. Craig: But you do not have to do that.

Mr. LAPHAM: With a Chevrolet I would be able to do it.

Mr. Craig: They are the maximum speeds.

Mr. LAPHAM: But when the speed limit is shown the tendency is for a motorist to keep at that limit.

Mr. Craig: No.

Mr. LAPHAM: That is the position for the majority of motorists. There is a tendency for the majority of people to try to keep to the speed limit.

Mr. Craig: It is the realistic speed at which most motorists travel.

Mr. LAPHAM: I think it is at the maximum in most of those areas.

Mr. Bickerton: What about the old fuddy-duddy who drives along at 10 or 15 miles per hour?

Mr. LAPHAM: Such a person might have something wrong with the motor of his car, or there might be other substantial reasons why he does not travel faster. As I said earlier, if we have some degree of tolerance we will find an excuse for those individuals; it is the lack of tolerance which causes one of the problems associated with our road traffic toll.

The Minister says that the speed limits are set having regard to an average vehicle and, I suppose, what the Minister considers an average driver. However, are the speed limits set under day conditions or night conditions? I was driving the other night in pouring rain, and I could not get anywhere near the speed limit—I did not attempt to. But I found that cars driven by young people passed me. They were up to the speed limit, and I was concerned for their safety.

Mr. Cash: They would speed whether or not there was a graded speed limit.

Mr. LAPHAM: Another thing is the attitude of the courts in regard to speeding fines. I was concerned recently to read a newspaper article which stated that a fine of \$50 and a suspension of six months was imposed upon a young person who drove his vehicle past a police car at 75 m.p.h. He switched off his headlights when he went by the police car and increased his speed to 95. He then crashed. I do not wish to criticise the magistrate, but I find it most difficult to understand how such penalties are arrived at. Possibly there may be reasons which are not expressed in the newspapers and, as a consequence, I am probably not aware of the details. If that is the case I am hardly in a position to criticise, but at the same time I do find it difficult to understand.

As far as the driver I have just mentioned is concerned, I think he would have less chance of killing someone if he fired a .303 rifle up Hay Street than by driving at 75 m.p.h. with his headlights switched off. I think the Minister should have a look at this problem to see what he can do. Perhaps some type of conference might arrive at means to overcome it. As I mentioned, possibly there

are factors involved other than those I have mentioned in this case, but I think a \$50 fine is rather small. Back in 1928 when I was 20 years of age it was not unusual to be fined £20.

Mr. Bickerton: How often were you fined?

Mr. LAPHAM: A few times. In those days it was not unusual to be fined \$40, yet we find that today, even with the amount of traffic that is now on the road, a person is fined only \$50 for the offence I described.

Mr. Cash: Was the driver hurt when he crashed?

Mr. Bickerton: He must have been good to drive without headlights.

Mr. LAPHAM: I read quite recently about a new vehicle which is to be produced. It is a sports car powered by a 435 horsepower V8 engine, and it will be capable of 145 m.p.h. Is there a need for that speed? I cannot understand why anyone would wish to travel at that speed. Surely we should restrict the purchase of such vehicles by placing a tax upon them. This is one type of vehicle, at least, which should be restricted.

I had occasion, recently, to speak to a person who, during the last few years, has joined the millionaire group. He has a particularly nice little car. He told me he travelled at 135 m.p.h. recently on the way to Kalgoorlie.

The SPEAKER: The honourable member has five more minutes.

Mr. Craig: He will be very quick at 135.

Mr. LAPHAM: I suggested to this person that to travel at 135 m.p.h. was absolutely wrong and irresponsible. Candidly, I feel we are irresponsible in allowing vehicles capable of such speed on the road.

I read in a magazine recently where a group of doctors in Melbourne combined to issue a statement. They said they were sickened by the sight of girls with mutilated faces and eyes, and young people with permanent brain damage, paralysed from the waist or neck—all stinking of alcohol. I think it is absolutely necessary for me to speak on the question of alcohol and its danger regarding our traffic toll.

Mr. W. A. Manning: The alcohol should be put in the petrol tank rather than in the driver.

Mr. LAPHAM: A hospital recently found that 38 persons out of 100 involved in accidents had blood alcohol levels over .05 per cent. and 29 had blood alcohol levels over .08 per cent. The article stated that as far as the hospital authorities knew, only two of those people were tested for blood alcohol levels at the request of the police. I can understand, of course, that the police might not be aware the victims had been drinking. However there were 38 cases, and 36 got off scot-free.

Whilst it has been indicated that spot alcohol tests will not be carried out on drivers, I think we have reached the stage where they should be conducted periodically.

Mr. Craig: This is done now. If a policeman has reasonable grounds for suspicion he can demand an Alco test.

Mr. LAPHAM: Yes. Of course, reasonable grounds would be if a person drives erratically; in those circumstances a test is made. A newspaper recently went to the trouble of conducting tests on its own account using breathalysers. Reporters attended three city hotels, a party at Como, and a restaurant where food was consumed.

Mr. Craig: That was the Alco tube.

Mr. LAPHAM: The newspaper conducted 21 tests, and 50 per cent. of the people failed to pass. Does not this all indicate that a number of drivers on the road today are dangerous as a consequence of alcohol? What are we going to do about it? We know of these things, and we know they are dangerous, so surely it is necessary for us to protect the ordinary individual who is out on the road.

The ordinary person who is carrying out this normal function and obeying the law should be protected. But a person who has consumed alcohol and is irresponsible as a consequence can easily cause the death of the law abiding citizen. I think we owe it to the law abiding person to do something about his protection.

Mr. Bickerton: Have you any figures to show the number of accidents caused by alcohol?

Mr. LAPHAM: No, I have no figures to indicate that. As I mentioned earlier, out of 100 accident cases admitted to a hospital, at least 40 per cent. were affected by alcohol to some degree.

The SPEAKER: The honourable member's time has expired.

MR. MITCHELL (Stirling) [7.55 p.m.]: I wish to add a few comments to the Address-in-Reply to His Excellency the Governor's Speech, but I probably will not keep the House very long. Firstly I would like to join with the comments made by His Excellency when he mentioned the regret we in Western Australia felt at the passing of The Hon. Arthur Watts. All of us know that Arthur Watts represented me—as one of his constituents—in Parliament for the whole of the 27 years he was a member. During that time I naturally had much to do with him and I learned to appreciate the great qualities he brought to his political duties. I also appreciate the great contribution he made to political history in Western Australia.

I would like to congratulate the member for Albany on winning the seat, and I say how much I regret that it was necessary

for him to be elected owing to the passing from the political scene of the late Jack Hall. As members know, my electorate surrounds that of Albany, and during the time we were together in this House Mr. Hall and I worked very closely to promote the welfare of our respective electorates. The electorates of Stirling and Albany are closely woven together, and Albany cannot possibly succeed unless the Stirling electorate is successful; so it was necessary for us to work together. I appreciate the tremendous amount of work done by Mr. Hall in Albany and the surrounding area.

I do not agree with some of the comments which were made during the recent by-election when some people said Albany had been forgotten, because I feel they cast a slur on the work carried out by the late member.

Mr. Jamieson: You made that statement at an R.S.L. meeting.

Mr. MITCHELL: Mr. Hall had a most friendly and persistent approach, and he made a great contribution. We have only to look back on the progress that has been made in Albany—such as the harbour, the hospital, the Foreshore Road, and other things—to realise that. Some people might ask why work on the Foreshore Road was not commenced sooner, as was promised. However, here again Mr. Hall and I worked together on that problem. We had meetings with the harbour board, and we agreed that the first priority in the area was the provision of a third berth. When that was finished, we decided to press for the completion of the Foreshore Road.

I am happy to say that this will be an accomplished fact shortly because finance has been made available for it. I believe that the people of the area deserve a better approach to the harbour than that provided by the present road. I believe the facilities which have been provided by the Government have brought confidence to the area. We have had great expansion of the super works and the wool stores; in the handling of grain; and in respect of a host of other things. These have been sparked off by the confidence shown by the Government in the region.

Facilities for fishing have been further expanded, which will mean that the industry will continue to grow and make an even greater contribution to the southern areas of the State.

Tonight most of my comments will be directed to the problems being experienced in the farming industry of Western Australia. I will talk of the plight in which the farmers find themselves and I will try to make some suggestions as to how these problems might be solved.

I would first like to point out, as I have done on many other occasions to other people, that the Government has been criticised for quite some time for paying

too much attention to the development of the north and to the industries which exist in the north.

I would, however, ask members and the people of the State what the position in Western Australia would have been today, particularly as it affects the economic situation of the working people and the traders of the State, had the Government not done its best to decentralise, or had it not tried to diversify, the industries of the State?

The State would have been in a very parlous situation indeed had we been dependent today on wool as we were in the past, particularly now that wool is probably at the lowest price it has ever been in the history of the State. This would also have been the case had we been dependent on our wheat of which we have quite large quantities, but which we cannot sell on the overseas market.

The farmers and the workers of this State have a great deal in common. It is unfortunate, however, that they do not observe the same rules. When prices are good the farmers naturally produce more and more to take advantage of the good prices and accordingly they price themselves out of the market. This is what the farmers contribute to the economy of the State.

Unfortunately, however, when labour is scarce wages naturally rise, and I often wonder whether the workers of the State put the same amount of effort into production that is put in by the farmers when their return is at its highest level.

Mr. Bickerton: They do not finish up with the same asset.

Mr. MITCHELL: I have my doubts on that, because the higher wages go the less production we seem to get for the amount that is paid.

His Excellency the Governor did mention that the loss to the State in farmers' income in the last year was likely to be in the vicinity of \$80,000,000. It is perhaps unfortunate that we as members of this House do not get as much publicity as we think we should. I believe that if the Press took some notice of what is said in this House from time to time and if it sounded a note of warning at the time, a great deal of benefit might accrue to the people of the State.

I do not intend to quote from the exact volume of *Hansard*, but I feel sure that if any member wishes to go back over a period of three years he will notice that in each of my comments on the Address-in-Reply I have given constant warnings of the situation that was developing and the excessive debts which were being created by farmers over the years.

These things have now come to pass and we must think of some way to overcome the situation. A couple of years ago I drew the attention of the House to the

fact that every sheep that was put on pasture in Western Australia was being bought with borrowed money. This was all right when the price of sheep was in the vicinity of \$7 to \$10. The amount of debt has risen to the figure of \$5 for every extra sheep that has been put onto pasture.

Let us consider the position that has obtained over the past 12 months or so when sheep have been sold for possibly \$1—or perhaps a little more if one was lucky—and an average of \$5 was owed on those sheep to the financial institutions of Western Australia.

Two years ago I took particular notice of the fact and I warned both this House and the farmers of the State that we could not continue to expect the good seasons we had been experiencing. Anyone who has lived as long as I have, who has farmed as long as I have, and who has perhaps seen fluctuations in periods extending over seven to 10 years, would not expect a continuance of the bountiful seasons we were having at the time. Even though people believed that the situation would continue to be good and even though the warning I gave did not have much effect, it certainly is significant that what I predicted has come to pass.

This being so, the Government must now try to do something to correct the situation. One of the greatest problems we have today is that concerned with meat marketing, particularly as it relates to overseas marketing. We have an authority in Australia which could make a really great contribution to the problem of meat marketing. I refer, of course, to the Australian Meat Board. I would say without fear of contradiction that if it has any teeth the Australian Meat Board has never used them; that if it has any authority it certainly does not seem to appreciate the problems connected with the meat industry.

We need only look at the situation that was allowed to develop when it was first agreed that the British Government would give a guaranteed price for export lamb. Most of us as producers—and I was a producer at that time—naturally thought that guarantee would be of some benefit to the farmers; but, of course, it was nothing like that at all.

The Meat Board said that the exporters of lambs would get a guaranteed price and if they liked to give it to the farmers that was their business. In every glut period since that price has been in existence, lambs have been bought for 3c to 5c per pound less than the export price, and that amount of money has gone into the pockets of the exporters.

I think that one bad feature of the Meat Board is that it has never exerted any authority to ensure that we, the producers,

received a just reward for what we produced. At the moment there is a strong and vigorous campaign being mounted in the southern areas of the State, the purpose of which is to suggest to the Government that it set up a service abattoir.

With the number of abattoirs in existence, the Government is hardly likely to do just that. I would make the comment, however, that at one time we did have a service abattoir at Albany. Unfortunately the Government of the day, on the recommendation of some Government-appointed committee, disposed of this abattoir.

Members might have noticed that I have asked questions in this House at various times as to whether a restriction was placed on the purchase of abattoirs which might perhaps give a service to the farmers of the district, apart from the purchase of stock at whatever price the abattoirs felt disposed to pay. Of course no service at all was given.

In my view those abattoirs are doing a distinct disservice to the great southern areas of Western Australia. In the glut period of the year they had an opportunity at all times to buy lambs for export overseas at 2c to 3c per pound less than the overseas price.

When the principals of the abattoirs visited the farm to buy stock they insisted that the stock would bring a certain price but that it would cost 50c to transport the stock to Midland. They would then add that they would pay the price the stock was worth less the 50c it would cost to get the stock to Midland. The people in Western Australia who were trading them and sending them overseas were sending them to the same markets. The abattoirs, however, were always interested in getting the benefit of the rail freight from Albany to Perth. It did not matter whether we had meatworks in Albany; except, perhaps, that this action might ease some of the glut in the metropolitan area.

I would now like to touch on the question of the export and killing of sheep. In the early part of the winter of 1969 mutton was bringing from 8c to 9c per pound. It was being exported overseas. By the summer, however, the price had dropped to 2c to 3c a pound. There might be some excuse for this in the metropolitan area because of the problem of paddocking large numbers of sheep and because of the consequent loss in condition.

In the southern areas, however, a different problem existed. The greater number of sheep were purchased on the farm and were kept on the farm for two to three weeks before being taken over by the abattoirs. These sheep were paddocked at the owner's expense. The numbers delivered were paid for and there

was no loss in condition, no loss in numbers, and no loss in the paddocking of the sheep at the expense of the abattoirs.

I thought that the overseas price of meat must have dropped, because in the winter it cost 8c to 9c a pound while in the summer it was down to 2c to 3c. I made inquiries from the Australian Meat Board, and its representative informed me that the price overseas was perhaps a shade higher, but certainly no lower in the summer than it was in the winter.

It would be interesting to know who was getting the benefit of the additional 5c to 6c. Last year a very careful investigation was made and it was reported that sheep were bought in Western Australia, railed all the way to South Australia, where they were killed for export, and finally exported from Adelaide. This shows that the situation I have outlined did exist.

I have also been told by the same authority that one of the difficulties we face as a marketing country—as this relates to meat—is that overseas buyers are pressing for a reduction in the price of meat because of the low price the processors are paying for it in Western Australia. It is not because they do not want it or because there is no demand for it, but simply because they know—and of course they have ways of finding out—that in Western Australia the processors are paying only this very low price.

In my view the Albany works have done a great disservice to the area. They have ruined what seemed to be one of the best fat lamb industries in Western Australia or, in fact, Australia, because that area has a long growing season. Because of the refusal of the works to buy lambs for export, they have defeated any idea of decentralisation. On every occasion they have purchased the stock at a low rate and they have not given the producers a fair deal in regard to prices, especially in view of the fact that they have insisted on most occasions that their stock be kept on the farm until they are ready to handle it.

I would like to congratulate the Government on its decision to hold a referendum concerning lamb marketing in Western Australia. The suggestion is that a lamb marketing authority be established, and this authority I understand would have the power to export.

Mr. Jamieson: Not some more socialism, surely!

Mr. MITCHELL: The authority will have the right to distribute the meat at the time the price is reasonable and will give the producers a fair average return for their lambs. It is therefore amazing to learn that the State member of the Meat Board is reported in the Press as being opposed to the establishment of a marketing authority in Western Australia. The

most amazing suggestion he made was that such an authority would do away with the rights of the individual farmers. No-one could tell me that a more ridiculous statement than that could be made, because the rights of the individual farmers in Western Australia and throughout Australia have been so eroded by the bad markets and the low prices obtained that very few of the farmers have any individuality left. They have had to make arrangements with their bankers, and, while they may have free marketing, they do not have the free use of anything else.

I can remember back to the end of the war, during which I had been Chairman of the Rural Agricultural Committee. I said then I believed that many of the controls imposed during the wartime should be carried through into peacetime because if one section did not control the farms, another would; and how true that has been.

Another subject with which I wish to deal is the statutory wool marketing authority. I am amazed and disappointed to see the situation which has arisen. All the growers' organisations in Australia at last agreed on the establishment of a statutory marketing authority. Last year I said that I felt the Commonwealth Government, in the interests of the people of Western Australia, and Australia as a whole, should introduce a statutory marketing authority, irrespective of the one or two dissentients. However, unfortunately I suppose for political reasons, such an authority was not established.

One of the most amazing aspects is that the associated banks have even opposed the establishment of a statutory marketing authority. It would appear that the associated banks do not want a stable farming industry so that they might be able to lend a little more money.

The situation is that members of the board of the wool authorities in this country were all in favour of the establishment of a statutory marketing authority. They went overseas and conferred with one or two sections of the community there and then changed their minds completely. This is hard to understand and I believe the Commonwealth Government should get on with the job and establish the authority to handle all the wool produced in Australia.

Serious problems are being faced in the industry and the bad drought last year and the drought which has affected certain sections this year are not improving the situation. I believe that our agricultural experts must accept some of the blame in this matter. Their theory has been that the only way to make farming pay is to pile on more sheep, clear some more land, and get big or get out.

Of all the fallacies I have heard of in farming, this is one of the greatest. A place still exists in the farming community for the medium-sized farmer, the farmer who stocks at a reasonable level, and the farmer who practises some farming husbandry instead of mining the land, as it were, and then having it disappear before his eyes because of his bad husbandry. That is certainly the case in some instances. Some experts have told farmers that the only way they can make money is to run five sheep to the acre, when the country concerned is well known by the average person as being not likely to carry more than two sheep to the acre through a bad season. Such experts have some responsibility in the situation which exists in many areas today.

Another interesting aspect concerns probate, about which we have heard so much lately. Everyone is hoping that something will be done to give some relief to primary producers. Here again, I would just like to draw attention to one rather interesting aspect. A medium-sized farmer, especially in the wetter areas of the State, would have a property worth somewhere in the vicinity of, say, \$100,000. He would owe perhaps \$20,000 on the property and that would give him an estate in the vicinity of \$70,000 to \$80,000. If he worked his property well he could make an excellent living from it.

Assuming there were three such properties and the breadwinners were to die, the amount of probate on each property would be in the vicinity of \$10,000 to \$12,000. However, assuming that the three properties were combined into one under this "get big or get out" policy, the overall value would then be in the vicinity of \$200,000. If that breadwinner happened to die, the Government would get a third of the property in probate duty under the present system of taxation. I think this information should provide a warning that it is not all as easy as it sounds under the "get big or get out" system.

Can anyone make a suggestion concerning the reconstruction of the financial position of the farming industry? I believe the situation has developed to the stage where it is too big for any one bank, and certainly too big for the State Government, to manage. It is my view that the Commonwealth Government should encourage the banking institutions of Australia to establish an overall authority. Each bank should have an interest in such an authority in accordance with the level of overdrafts it is providing for farmers.

Considerable sums of money are held in the reserves of the Reserves Bank, and I believe that some of these funds could be

diverted to an overall banking authority which could give longer term loans at a low rate of interest.

Many farmers are talking of walking off their properties and some might be forced to do this. This could have been the case during the depression days, I suppose, if the farmers had had anything else to do. However, because they did not have anything else to do they stayed on their properties and some of them have made fortunes since. I believe it is certain that farmers will make fortunes in the years to come, so there is no sense in the Government or anyone else allowing a situation to develop under which these farmers will be forced to walk off their properties. Finance must be found from somewhere and I believe it could be found by the establishment of an overall banking company to provide longer term loans at a low rate of interest.

Some assistance could be made available I believe if consideration were given to the fact that many farmers when they borrowed for development did so without any prospect of financial return in the first few years. It is said, of course, that capital improvements are a taxation deduction, but people who borrowed from the bank did not gain any benefit from that taxation deduction, because in the early days of the development of their properties they were receiving no income. There should be some scheme devised under which the repayment of capital borrowed for the development of a property or farm could be considered as a taxation deduction the same as is interest.

It is easy to understand that if farmers are given longer term loans, the interest becomes a greater proportion of their repayments, and interest is a taxation deduction, whereas at present there is no deduction for the repayment of capital.

It could be said, of course, that this is a ridiculous suggestion; but instrumentalities connected with the Commonwealth would be getting the repayment of this money whether they got it by way of taxation or in capital repayment. I believe it would make a great difference to the financial structure of primary producers in Australia if such a system were adopted.

People must have some money on which to live, and I am hoping that some arrangement will be worked out between the State and Commonwealth Governments under which the farmers who are in difficulties could be given some assistance until times improve.

I do not wish to deal with other matters to which I could refer; namely, education, transport, and water supplies, which are all very important. These have all been fairly generally covered by other members. However, I do want to conclude by

referring to one little matter concerning the comments made last night by the member for Albany.

I was very impressed with the way the member for Albany spoke, and I feel sure that he will have a long and useful career in Parliament. However, I do want to say that many of the matters on which he spoke were matters connected with my electorate. Perhaps it is unfortunate that the Stirling electorate dips so far into the Albany townsites, and I know that many people in Spencer Park say, "We should not be in the Stirling electorate; we get no representation." This is said despite the fact that I am frequently in Spencer Park, and during the last few months I have had an office in Albany every Saturday morning and have made myself available to the electors. I suggest they are very fortunate people, because they have two members of Parliament—myself, as the elected representative, and the member for Albany.

As I say, the member for Albany had quite a deal to say about the Spencer Park School and housing in that locality. I have no objection to his mentioning these subjects. It is a difficult situation when some parts of the council are in my area and the main part is in his. I hope we shall continue to work together, in the same way as his predecessor and I worked together, for the development of the town and district of Albany.

He made one comment in his speech which was also said quite a few times in different places during the Albany by-election. I refer to the comment that the Government was suddenly able to find a great deal of money to do many things in Albany. In actual fact, it was announced about the time of the by-election that big improvements would be made to the Albany Regional Hospital. It has been said that this was a vote catcher; something to delude the people. I believe that comment is a slur on those employed in the Medical Department who for a long time have been considering plans for the development of the Albany Regional Hospital.

The hospital is situated in a part of Albany which is in my electorate. I spend a great deal of time there and take particular notice of what is going on. I made some inquiries about when the plan was developed to establish new departments within a new wing to the Albany Regional Hospital. I had asked some questions even as far back as July, 1968, and I was told that plans were in existence and that the hospital was to be improved. It is interesting to remark that on the 7th February, 1966, a proposal was put forward for the provision of a physiotherapy department at the Albany Regional Hospital. By April, 1966, the block plans were received.

Mr. Williams: That is a long time before the by-election.

Mr. MITCHELL: By August, 1966, private architects—Hobbs, Winning & Leighton—were commissioned to draw the plans. In November, 1966, a schedule of requirements was passed to the architects for two 30-bed geriatric units. In December, 1966, a preliminary sketch was received and examined by departmental officers. In February, 1966, it was decided at a planning meeting to reduce the size to a 30-bed unit because of the cost involved. In March, 1967, the amended requirements were passed to the architects. In May, 1967, sketches were produced by the architects and discussed at a planning meeting.

At that point there was some delay, because Dr. Lefroy, who has done a tremendous amount of work on geriatric care in hospitals, had some different thoughts on the matter.

The SPEAKER: The honourable member has five more minutes.

Mr. MITCHELL: The result was that many conferences and discussions took place. It was not until the 25th October, 1969, that tenders were called. In December, 1969, tenders were declined because the price was considered too high. In that same month a request was made for a revised scheme. On the 7th April, 1970, tenders were again called and they closed on the 28th April. On the 12th May additional tenders were called for another 16-bed unit. On the 26th May, 1970, a contract was let for a 32-bed unit in the geriatric wing at a cost of \$293,000-odd.

In July, 1970, a price of \$94,000-odd was received for an additional 16-bed unit. On the 31st July, 1970, the figure of \$94,000-odd was accepted and, on the 4th August, the contract was extended by the Public Works Department.

Members may say, "These were only suggestions." However, it is interesting that an extract from the approved 1969-70 loan programme shows the following:—

Treasury Approval	Place	Work
404	Albany	Geriatric Unit
405	Albany	New Birth Suite

I have drawn the attention of the House to these facts, because so much has been made of empty promises and promises given merely to win an election. Many people believe this is a reflection on the Minister and the members of the Government. However, it is the duty of departmental officers to plan and develop the various units, and to give advice to their Minister in connection with them. I have always found the Health Department, like every other Government department in the State, to be staffed by professional men of the highest integrity and the greatest ability.

I would like to pay tribute to them for the great work they do for the State. Very often they do not receive thanks from the people, who do not understand the exact position.

It is well known, of course, that I will not return to this place next year. However, I hope to have a further opportunity during the latter part of the session to say a few words on my office as a member of Parliament.

I conclude by congratulating the Government on the tremendous amount of work which has been done for the development of Western Australia. In particular the great development in the northern area of the State is to be commended, with special reference to the employment opportunities it has provided for the work force in that area. This has taken up some of the slack that we see because of the unfortunate situation in which the farming community is placed due to the low price system over which none of us has any control and the unfortunate seasons we have experienced.

As I said before, I believe that good times will come again and that the farmers will continue to make the contribution to the State which they have made in the past.

MR. MOIR (Boulder-Dundas) [8.40 p.m.]: The Address-in-Reply is an occasion when we have the opportunity to speak on matters of general concern to the people in our electorates and to deal with other matters which affect people in the rest of the State.

Like the member who has just resumed his seat, this will be the last occasion on which I shall have the opportunity to speak on the Address-in-Reply, as I, too, shall be retiring early next year.

Firstly, I congratulate the member for Albany on winning election to Parliament and also on the speech which he made

Estimated Total Cost	Allocation, 1969-70	Carryover
\$	\$	\$
294,000	147,000	147,000
140,000	45,421	94,579

last night on the Address-in-Reply. I am sure we all agree that he will be quite vocal for the people in his electorate and will put forward the required points of view. In this way he will, through the Parliament, try to assist the people in his electorate.

I also wish to congratulate the officers of Parliament on their elevation to higher positions. I am quite sure they will serve those positions just as well and ably as they served the previous positions which they held.

I come from an electorate where the people are concerned with, and make their living from, mining projects. Naturally I must speak a great deal on mining and the troubles affecting the mining industry and the people in that industry. This I have done, year after year, since I have been a member of Parliament.

I believe the Government has fallen down on the task of handling the extensive mineral claims which are being made at the moment and which have been made for quite some time. We know that the Minister for Mines had to put a ban on pegging earlier this year because of the congestion in the Mines Department. For quite a long period no-one was allowed to peg at all. Subsequently the ban was lifted and pegging went on. In some respects I think we are in a better position now than we were before the ban was imposed.

However, there is one bad feature which I urge the Government to do all in its power to clear up; I refer to the time which elapses before ministerial approval is given to a claim. A very long time indeed elapses between an application for a claim, a subsequent appearance before a warden, a warden's recommendation for approval, and the Minister's approval being given. In the great majority of cases the only thing which is required is the Minister's signature on a legal document.

For the benefit of members I will explain that a mineral claim, lease, or tenement of any description, does not belong to the person until the Minister has given his approval. This is the position, even though the warden has agreed to approve an applicant's claim to the area. Consequently a person who has gone through all the formalities of pegging a claim is not in a position to do any work on the claim until the Minister gives his approval. Everything is held up pending this. Further, the Government receives no lease rents until approval is given. Consequently the present Government must be losing a tremendous amount of money because of the large number of leases awaiting approval.

The local authorities cannot levy rates on those areas, and I would say that thousands of acres are involved right throughout the length and breadth of Western Australia. Mineral pegging has extended to the south-west and right up to the far corners of the north and north-west, as several members of this Chamber saw quite recently. The person who has lodged his claim and had it approved by the warden cannot enter into negotiations for the examination, working, or sale of the claim.

I had a question on the notice paper today in which I sought information from the Minister for Mines as to the numbers

of claims involved in the different categories that I set out. The Minister asked for the answer to be postponed. I suppose the Minister, or his officers, will have to gather many details, but it appears to me that many thousands of claims must be held up. I have been told of claims that have been held up for as long as three years, awaiting the Minister's signature.

When the developments in the north-west were proposed we did not hear of any complaints about leases not being granted in those areas. Those leases were granted very expeditiously and people were able to get on with the job of developing the mines. It is quite a different story with minerals in the rest of the State.

People have told me of the losses that they can sustain because of these delays. A few days ago I was approached by a couple of men who had pegged two claims which had been approved by the warden and forwarded to the Minister for his approval some months ago. They had been approached by a company that is interested in their claims and it offered a very large sum of money for an option over the claims, with a 12-months' working option or examination option. If at the end of that time the company wished to proceed with the claims, the two men would receive a very substantial sum of money. It is very irksome for people who have promising claims on which nothing can be done because they are awaiting the signature of a Minister of the Government.

The mining boom has no doubt imposed a tremendous amount of work on the Government, but I say that this Government has not been sufficiently alert to the situation. We know that the Minister for Mines has other very important portfolios to look after. He is also the Minister for Justice, and he probably has a large number of documents to attend to, which takes up a lot of his time. But in this unprecedented era that we are experiencing in this State as far as minerals are concerned, I consider that the Minister for Mines should be relieved of all his other responsibilities so that he can devote all his time to administering the Mines Department.

I have no doubt that the officers of the Mines Department are doing their utmost to clear up this situation. I know from personal experience that years ago the Mines Department was regarded as one of the most efficient Government departments. I have no reason to believe that it is not the same today as it was in the days when I occupied the position of Minister for Mines.

I point out that a large sum of money is being lost by the Government through not collecting lease rentals. A large sum of money is being lost by local authorities throughout Western Australia through their inability to collect rates on the leases,

because leases are not ratable until the final sanction of the Minister has been given. The people concerned are not able to work on these areas. Consequently, the mineral production of this State is being held up. I am quite sure the Minister for Industrial Development is not very happy about this situation. We know of his enthusiasm as far as mineral production in the north-west is concerned, but it appears that the greatest enthusiasm is shown for the north-west and that minerals in other parts of the State do not receive much consideration at all.

Mr. Gayfer: They do not receive much consideration if they are on reserves, for instance.

Mr. MOIR: I am talking about the thousands of acres that are on Crown land, where no reserves are involved. If the honourable member wants me to get involved in reserves I can do that on the departmental estimates. I can tell him quite a good deal about that.

I urge the Government to give earnest consideration to this matter. We cannot continue to make people wait an unreasonable time to get onto the leases they have taken out and do some work. I do not think anyone here or outside could have envisaged the development that has taken place in regard to minerals in this State. What has taken place in the area that was previously known as the goldfields is unbelievable. There is no doubt that some very big mines will be discovered there. Large towns will spring up and many men will be employed.

In my opinion, the mineral discoveries in the goldfields area are far more important than all the iron ore discoveries, although the Minister for Industrial Development and the North-West might take issue with me on that point. While it is very pleasing to see what is happening in the north-west, I think that one good goldmine would employ more men than some of those vast projects up there, because large machinery is used in the production of iron ore and the ore is blasted out of the hills.

In the gold and nickel mining industries the mineral is obtained from underground and is produced by entirely different processes which involve the employment of a large number of people, although there is quite a lot of mechanisation in the industry. That type of industry puts more money into circulation in this State than a lot of the vast enterprises that are operating in the north.

Mention has been made of the necessity for a nickel smelter at some time in the future. Great hopes are held that that smelter will be built at or near Kalgoorlie rather than in the metropolitan area, which is already congested and where industry is springing up all over the place. It is natural that the people

would like an industry such as nickel smelting to be established on the goldfields; and, in reply to a question, we received the Premier's assurance that the Government would do everything possible to ensure that the smelter is located in Kalgoorlie.

Many problems have followed from the upsurge in the mineral industry, and the growth that is taking place in the towns of Kalgoorlie and Boulder is absolutely phenomenal. There will also be considerable growth in other towns. For some time past it has been amazing to see the money that is being expended in those towns, and the very substantial buildings that are being erected at a very high cost—very fine buildings, too. The fact that people are willing to spend such large sums of money—something in the order of \$400,000 to \$500,000 for a single building or block of buildings—indicates their faith in the future of the area.

There are also problems. Recently I was speaking to an official of the Police Department who remarked that the police station and gaol which were recently constructed at Kalgoorlie are now too small for present requirements. I hasten to add that this is not as a result of an upsurge in crime amongst the local people. With the growth in the area, people have been coming from all over Australia and from many parts of the world, and of course amongst any collection of people there are always some who do not do the right thing.

There has been a great deal of concern in the goldmining industry at the refusal of the Commonwealth Government to increase the subsidy on the production of gold. While everyone knows that in the fulness of time the nickel industry will supersede the gold industry and will employ a large number of people, some time will elapse before those nickel areas are in operation. The equipment for those mines will cost millions of dollars. I think a lot of people have rushed in to buy shares, thinking that dividends would come from those shares in a very short time, but they probably realise now that it is impossible to set up a large mine in a matter of a few months. Some of those mines will take years to develop to the stage when they become paying propositions.

In the meantime, the goldmining industry is running down. It has done a magnificent job for the State and for Australia in the years gone by, but it seems that now very few people are concerned whether the goldmining industry continues to operate or goes out of existence. For some time it has been obtaining a subsidy of \$8 an ounce from the Commonwealth Government. Earlier this year when the subsidy agreement came up for renewal, the people in the industry asked that the subsidy be increased to \$12 an ounce.

That would have made some of these goldmines paying propositions instead of losing propositions. However, the Commonwealth Government turned down that proposal despite the fact that a meeting was held in Kalgoorlie which was attended by many people, and the proposal was supported by the Minister for Mines on behalf of the Government and by the Leader of the Opposition on behalf of the Opposition. Representations were made to the authorities in Canberra, but to no avail. They were not prepared to increase the subsidy. At present the subsidy costs the Commonwealth Government \$1,500,000 and the increase would have meant additional expenditure of about \$750,000.

To some people that may seem to be a great deal of money, but when one examines the large number of subsidies that are paid to industries and concerns, and the protection that is afforded by way of tariffs to some of our commercial enterprises, the amount paid as a gold subsidy does not appear to be so great. Some time ago I obtained from one of my colleagues in the Commonwealth Parliament a list of the various industries that were assisted by the payment of subsidies, and the expenditure involved by the Commonwealth Government was considerable. However, as I have said, the Commonwealth Government has refused to increase the subsidy on the price of gold.

Whilst the price of gold has remained the same as it was in 1934, the goldmining industry has had, by every means possible, to meet increases in the cost of every item of material required by it and increases in the wages of its employees. As a result, that industry has become one of the most efficient that is operating anywhere. Despite its efforts in this direction, it still receives the same treatment from the Commonwealth Government in regard to an increase of the subsidy.

The member for Murchison spoke the other evening, and I agree with him when he said that if we permit the goldmining industry to go out of production this country will see the day when it will be buying gold from overseas. Although the price of gold has been fixed for many years, if one reads the writings of economists who are of a world-wide standard, one learns that nine out of 10 of them consider that, inevitably, the price of gold must increase, but they cannot predict when that time will come. When it does we will be faced with the position, if we allow the goldmining industry to wane, that we will not be producing any gold with which to take advantage of such increase.

I now wish to refer to the refusal of the late Government, through the Minister for Education, to do anything about the building of the Eastern Goldfields High school, which is a very old building.

Originally it was an infectious diseases hospital and from time to time additions have been made until the whole structure now covers a fair sized area. However, it is built of materials that one would expect to be used on a place that had a life expectancy of about 10 years.

Representations have been made to the Minister for Education from responsible people residing on the goldfields pointing out the necessity to build a new high school so that the children in the district can obtain their education in surroundings that are equal to, or approaching, the standard of the surroundings of schools in other areas, which, in this day and age, we have the right to expect. However, the existing position seems to continue despite the requests that have been made to the Minister. He has merely given a blank refusal.

Mr. Lewis: You say that we have refused to rebuild the school?

Mr. MOIR: Yes we have been met with nothing but refusals to build a new high school.

Mr. Lewis: You are not up-to-date with your information.

Mr. MOIR: In an answer given to me last year, the Minister stated he had no intention of rebuilding the school.

Mr. Lewis: This is this year.

Mr. MOIR: Whether it was last year or this year, the Minister stated he had no intention of rebuilding the high school.

Mr. Lewis: I met people at Kalgoorlie only last week.

Mr. Tonkin: What did you tell them?

Mr. Lewis: I told them that we are not yet quite certain whether we will build a new brick school on the present site, or go for a bigger school. The present site comprises only about eight acres.

Mr. MOIR: As the member for the district for many long years it would have been very nice if the Minister had let me into the secret.

Mr. Lewis: The meeting was called by the public authorities. They arranged it, and I am not responsible for your not being there.

Mr. MOIR: In my experience it has always been a courtesy shown by the Minister to let the member for the district know of some of the happenings that occur in it.

Mr. Lewis: I think you were informed that I would be going to Kalgoorlie.

Mr. MOIR: Yes, I believe I was; but on other occasions I have not been informed by your department of occurrences that have taken place in my area.

Mr. Lewis: When I informed you I was going to Kalgoorlie I did not know about the meeting. I received the telegram when I was in Wyndham.

Mr. MOIR: However it will be very pleasant for the people of the district to learn that at last the Minister has changed his mind about rebuilding the Eastern Goldfields High School.

Mr. Lewis: We have to make some investigation first.

Mr. MOIR: How long will that take?

Mr. Lewis: Well, we are thinking of building a school two or three stories high. I understand some investigation has to be made to ascertain if the ground is suitable to hold a building of that size and weight, and also if it is suitable for the underground structures.

Mr. MOIR: I am very pleased to learn that somebody in the department is thinking about us.

Mr. Lewis: Of course a science block and a library are to be built there by the Commonwealth.

Mr. MOIR: I now wish to make some reference to the Liquor Act which was recently passed in this House and which seems to have brought about some unfortunate developments. I am fully aware that when any new legislation is brought forward it is impossible to make it perfect, and it is only when the Act has been in operation for some time that one can judge whether justice is being meted out under the provisions of the Act.

The experience of one man that was recently brought to my attention led me to the conclusion that the legislation is a little harsh. This man holds an Australian wine license, and he decided that he would go out of business. We know that the Act provides that this license shall be phased out over a period. I understand that there will be no more Australian wine licenses in existence after 1972.

When the provisions of the Act were being discussed in this Chamber attention was drawn to the fact that some difficulties may be met by those people holding an Australian wine license for longer than two years, or beyond 1972. As a result of that an amendment was passed granting the court discretion to extend the period of any license that is now held until such time as it deems fit. The man to whom I am referring, who held an Australian wine license, decided he would not wait until 1972, because he wished to apply for what I think is called a wine store license. To his astonishment he was told that he would have to pay a fee of \$500 for a wine store license, and an additional \$10 for a provisional license.

I studied the Act and I discovered that that is the fee laid down under its provisions. I think the Act provides that when any person wishes to set up premises

for the first time under the conditions laid down for the holding of a wine store license the court may decide that that is the fee that shall be paid. However, where the holder of an Australian wine license has not been selling liquor as a gallon licensee, and has not submitted any returns to the Licensing Court for the previous 12 months, the court may assess what fee shall be paid for a wine store license; but evidently at present the position is that such a licensee must pay the same fee as a person who is opening new premises for the first time. This does not seem right to me. This man is voluntarily relinquishing an Australian wine license which he could continue to hold for the next two years, in order that he may commence in what he considers to be a better line of business. He is doing this instead of converting his premises to meet the requirements of a wine restaurant license.

He is anxious to conduct a wine store and under the Act a substantial fee is required before the license is issued. I do not think this was the intention of the Act when it was originally framed. There are many factors one does not envisage when considering legislation as complicated as the Liquor Act. I would like someone to have a look at that part of the Act because, in the circumstances, I think injustice could be suffered by a person who is forced to pay a fee of \$500 because he wishes to relinquish one type of license with the intention of taking up a new type of business under the provisions of the Act.

My colleague, the member for Karrinyup, had a good deal to say this evening. I think the arguments he placed before the House in regard to traffic were very sound. I, together with other members in this House and members of the public in general, feel great concern at the rising death toll on our roads. Unfortunately, the victims seem to be younger members of the community whom we can ill afford to lose. The cost to the State as a result of injuries sustained by people involved in accidents, and as a result of fatalities, is something beyond measure. One must also take into consideration the suffering that is experienced by relatives when they are bereaved of some beloved member of their family.

I have discussed this problem with many people, and although I hold my own views on it, I do not know what the answer is. One of the steps we must take is to appoint more traffic policemen to patrol our roads. A long time ago I arrived at the conclusion that there are many people who will exercise the utmost care and caution whilst driving a vehicle. They will show consideration to other motorists and endeavour to drive their vehicles to the best of their ability. In the main they are responsible people, but although they may be imbued with the best of intentions, they can still make mistakes.

On the other hand there is the irresponsible type of person who thinks that laws are only made to be broken. This is the type who is not concerned about the consequences of his actions on other people. He seems to go along with the outlook that accidents only happen to others and not to himself.

I obtained my driver's license about 45 years ago, and I have had a long span of driving experience. I am not in the category of the drivers mentioned by the member for Avon who have only been driving over bitumen roads. I have been driving over gravel roads since a long time back. At times I am appalled at the driving habits of some people; and they are the ones who do not seem to have any regard for the other drivers on the road. Their one idea is to speed, and to speed all the time.

I am one of those drivers who can be classed as a slow driver, because I do not travel at more than 35 m.p.h. on metropolitan roads. This is the speed limit in the metropolitan area, but if one is to drive at this speed one will be regarded as a slow driver. Even if one were to drive at 40 m.p.h. on metropolitan roads one would be overtaken by most of the vehicles behind. On the metropolitan roads I have seen some people driving at 50 and 60 m.p.h.

I have seen all kinds of traffic accidents take place. I have seen drivers going through "Stop" signs without stopping. A relative of mine was injured, because another motorist went through a "Stop" sign and hit his vehicle. In a busy thoroughfare like Grantham Street I have seen some drivers going through "Stop" signs without stopping. Not long ago I saw one driver going through a "Stop" sign on that road at approximately 50 m.p.h.

Anybody who does that sort of a thing is a plain fool. Fortunately these people avoid accidents at most times, but there does come the time when they become involved in accidents and the innocent parties seem to come off worst in these encounters.

Previously I have referred to visitors from Sydney who deplored the driving habits of the motorists of Western Australia. Only a few months ago I was in Sydney, and I estimate that proportionately there would be no fewer drivers in that city with foolish driving habits than there are in this State. I was struck by the fact that on the roads in Sydney when motorists commit traffic offences the other motorists blare their horns and shout at the offending motorists. On one occasion I was driving along a one-way street, and I saw a car coming around the corner and driving up the treet the wrong way. At first I thought I was in the wrong, but then I heard the other motorists blaring their horns and houting at the offender.

The ACTING SPEAKER (Mr. Williams): The honourable member has five more minutes.

Mr MOIR: Later on I visited Ballarat. There I was struck by the courtesy displayed by the drivers. This shows that some people can be courteous when they are driving cars.

In Western Australia consideration should now be given to arranging for additional traffic officers to patrol the roads. In my view a single authority should be in control of traffic throughout the State. In some country areas the traffic authority does a reasonable job, and Kalgoorlie is a case in point; but there are shortcomings, because these traffic officers cannot be patrolling the roads all the time.

Some people have advocated in the Press that a patrol officer should be stationed on each half-mile section of road. From my own observations, when I see motorists doing the right thing on the road I can be assured that a patrol officer is somewhere in the vicinity. I believe there should be patrol officers in plain clothes and in unmarked cars patrolling the roads, not for the sake of persecuting the motorists but for the sake of apprehending those who do the wrong thing.

In the open country roads the speed limit of 65 m.p.h. applies; but if one were to drive at that speed one would find that a large number of vehicles would pass—not travelling slightly in excess of 65 m.p.h. but at a speed far in excess of that. When I travel at 65 m.p.h. on country roads I find that even the heavy haulage vehicles pass me. I think these vehicles are restricted to a speed of less than 65 m.p.h., but they still pass me.

Much of the lawlessness on our roads has arisen because of a lack of fear of detection. I do not know the answer to this problem, but something has to be done. Progressively steps should be taken to reduce the number of accidents and the number of fatalities on the road. In my electorate the Kambalda Road is one of the worst for road fatalities. Recently it was announced that 17 fatalities had occurred on that road, but anyone driving over it would wonder how anybody could be involved in an accident, because it is such a good road.

Mr. Craig: It is quite a safe road.

MR. RUNCIMAN (Murray) [9.22 p.m.]: I, too, would join with other members in supporting the motion for the adoption of the Address-in-Reply to the Speech made by His Excellency at the opening of Parliament. This debate gives members the opportunity to commend the Government for its achievements in the past year, and to emphasise any other issues which might be causing concern or in which a particular member might be interested.

His Excellency stated that Western Australia continued to hold its position as the State with the fastest rate of population growth in Australia, and that its growth rate was almost twice the national average. This is something which people take for granted nowadays; nevertheless, it is something which should give the Government a great deal of satisfaction and all Western Australians a great deal of pride.

In the past, over many years some of the young people of the State, after they had received training at the University, left for the Eastern States and overseas countries. Consequently there was a big drain on the trained young people of this State. It is gratifying to know that the situation has been reversed and that to-day trained people from the Eastern States and overseas countries are coming to Western Australia. They have been attracted by the job opportunities and the excitement of development to be found here. Older people are coming to Western Australia with their families, as they believe this is a good place in which to rear their children because of the opportunities that are offering. All this has taken place in the last few years.

This change is not due to any one cause, but to a number of causes. One is the increase in mining and industrial development, and in the earlier years the expansion in agriculture. This Government can take credit for the positive steps it has taken since it came into office in 1960. A great deal of publicity has been given to Western Australia in practically every capital city of the world, and this has paid great dividends to the State. This has been brought about by the action of the Government and reflects a great deal of credit on it.

A few months ago I, together with other members of Parliament, had the opportunity to tour the north of the State. This was a wonderful exercise, and I would like to commend the Minister for Industrial Development for his splendid organisation of the trip. It was as near perfect as one could possibly expect for a trip of that magnitude—a trip taking in so many places and covering such a wide area.

One of the things which impressed me greatly was the attitude of the people in the northern areas. They have great confidence in their areas, and they have enthusiasm; while they have that confidence and enthusiasm they must go forward. What a difference that is to the attitude which existed some years ago, particularly in the coastal and Kimberley towns of the north-west. Today the people there feel they have a new life before them. The opportunities are good, and the conditions seem to be particularly buoyant.

It is true that some problems exist, and one of the main ones is education. Of course, a problem such as this arises in outlying areas. These towns will grow, and matters such as education and the provision of schools will be attended to. I was interested to find that on the dam site of the Ord River a school had been established and about 119 children were attending it. It was a quick effort by the Education Department to establish this school, and the department should be commended on the provision of schools in isolated areas.

What impressed me most in the Kimberley was the Kimberley Research Station and the amount of splendid work it was doing. About 4,000 acres are utilised for experimental crops. The enthusiasm of the scientists who are in charge of this work has to be seen to be believed. I understand that the diversification of production, particularly in agriculture, is creating a great deal of interest among the people. The work which is going on in that research station and the amount of diversification which is being implemented will pay big dividends not only to the Kimberley region, but to the northern parts of this State.

The development of sorghum and the growing of other crops in this area has already paid dividends in the fattening of cattle for slaughter at the Wyndham Meat Works. Over the last two years a great deal of progress in this direction has been made. The manager of the meatworks told me that he was particularly pleased with the quality of the stock which had been fattened in the Ord River area by the feeding of sorghum, and he looked forward to having more of this stock. I understand it is the intention to expand the meatworks and to bring it more up to date.

It is very pleasing indeed to find that besides cotton production a market is developing for cattle in this area. As time goes by the fattening and turning off of a large number of cattle will be a feature of the area. The Kimberley Research Station is playing an important part in this development.

Mr. Jamieson called attention to the state of the House.

Bells rung and a quorum formed.

Mr. RUNCIMAN: Some members have spoken at length on water problems within their areas. I feel a little guilty because this is one commodity which is in abundance in my area. We already have the Serpentine Dam, and the new dam at North Dandalup will soon be completed. The South Dandalup dam will be commenced shortly, and we have four irrigation dams in the Waroona area. I would

like to congratulate the Government on the completion of the Waroona dam only three or four years ago. Last year was probably the driest year on record but most people in the irrigation area had no problems with water. It was particularly gratifying to have an abundance of water for irrigation purposes in a year as dry as that which we have just experienced.

The pipehead dam at North Dandalup will shortly be completed and this is very good indeed. Work on the South Dandalup dam is about to commence, and when completed this dam will be almost as big as the Serpentine Dam. I am very pleased indeed that the country towns within the area of these dams will be supplied with reticulated water. The Minister has promised the water schemes and I have no doubt that as time goes by all the towns within the area will be connected. Naturally enough, the first of these towns will be the small town of North Dandalup. A survey has already been made of the town with a view to the supply of reticulated water from this source. The pipes are not there yet but the main line from the South Dandalup dam will pass through the town.

Pinjarra, of course, will be included in the scheme, and the water will also be available for the town of Dwellingup. The town of Mandurah will also be connected to this scheme. The dam itself will not be completed until 1973 but in the meantime a number of small towns along the Murray River have a reticulated water scheme. The scheme has reached the town of Mandurah and the first houses to be connected will be the State Housing Commission homes. It is intended to continue the scheme through Mandurah, and by the end of next year most of the area north of the river will have a reticulated scheme.

Mr. Jamieson: Is it proposed to take the water right down to Falcon?

Mr. RUNCIMAN: Eventually, but that may take a little more time. It is hoped that in 1972 water will be taken across the river and the area of Hall's Head will be connected.

I am very pleased to know that the main dam on the Dandalup River will be landscaped on the same pattern as the Serpentine Dam. The Serpentine Dam has proved to be a wonderful showplace in this State, judging by the thousands of visitors who go there each year. Practically every weekend hundreds of cars go through Jarrahdale to the Serpentine Dam, and the area is very popular with visitors to this State. They are not only attracted to the area to see the dam, but also to view the scenic type of the landscaping of the area. It is intended that the same development shall take place at

the South Dandalup dam. A road is being constructed from the main Bunbury Highway to the dam, and on to Dwellingup. I am hoping that Dwellingup will derive some benefit from the development of the area.

From the agricultural point of view, my area is mainly a whole milk and cattle-producing district. It has experienced one of the best years on record and I feel a little guilty in saying that when I know how the drought has affected so many other areas of the State. However, we have a pretty large State and there are bound to be some areas which do well while others do not do so well.

The Murray district, extending nearly as far down as Harvey, has experienced a wonderful year. The price of cattle has been very good indeed and the whole milk situation is much better than it has been for years. Quotas have been increased right through the area. In recent weeks the Milk Board has lifted the boundaries and now most people in the area further south will have an opportunity to apply for a quota. This is very good indeed, and I can see that practically the whole of the southern dairying district will eventually be brought into the whole milk scheme.

I hope the Government will give as much assistance as it can to the butterfat areas of the south-west, particularly the southern part of the south-west, in order to keep many of the people engaged in dairying. I know the tendency today is to tell people to get out of dairying but I think we will need these people in the not too distant future. I am aware that \$7,000,000 worth of dairy products were imported from the Eastern States last year.

Mr. Davies: And from New Zealand.

Mr. RUNCIMAN: Yes. I hope the Government will give consideration to helping the dairy farmers. I know the Government has given a good deal of help in the past.

Mr. Davies: How is the Commonwealth scheme coming along?

Mr. RUNCIMAN: It is about to commence. I understand it is an amalgamation scheme so that some farmers can sell out to others who want to operate larger farms. The scheme has taken an unduly long time to be implemented.

Mr. Davies: How do the farmers feel about it?

Mr. RUNCIMAN: I think they are very pleased and I think the scheme will prove to be very popular indeed. Some of the farmers who have been battling will be able to sell out. They will be able to purchase a house and probably obtain a good job or a position with Alcoa at Pinjarra, or something of that nature. A good many of the farmers will be better off. At the same time, the dairy farmers who operate

the larger properties will be able to diversify their production and embark on cattle raising which, at the moment, is proving to be profitable.

The very large alumina project at Pinjarra is beginning to take shape, but is still only in the constructional stage. Not much change has occurred in the township of Pinjarra in the last 12 months, but I believe that in the next 12 months it will be a different story. A number of houses have almost been completed for the executive staff of Alcoa. They are being built right in the town. The next housing development will consist of something like 400 houses slightly north of the town, and within one mile of the centre of the town. The building of those homes will begin towards the end of the year and they will be occupied about April or May.

A plan for the area has been submitted to the shire council. It was prepared with the assistance of a planner who was partly financed by the Government. The town planning committee and the co-ordinating committee, in conjunction, have submitted a plan which has been accepted by the shire council and is now open to the ratepayers of the district so that recommendations can be made and queries raised. Generally the plan has been well accepted but, naturally, some people will be affected more than others.

The plan which has been submitted is flexible to some extent. It is a blueprint for a town of something like 25,000 people. The whole of the plan is not likely to be implemented for some years, but some guidelines are necessary so that the local shire will be aided in developing the town. The town will house 25,000 people and will be half as big again as Bunbury is today.

Only a short time ago Pinjarra was clamouring for an industry. When I was first elected to Parliament I was requested by the shire council, and other people, to do my best to get some industry into the town. Of course, no-one expected an industry as large as Alcoa. I believe this industry will be of tremendous benefit to the whole of the south-west and will change the lives of many people for the better.

The town of Mandurah has already felt the impact, and Mandurah is making progress. Quite a number of people living there commute to Alcoa and to the various construction projects now in the area.

It is therefore pleasing to know that the water reticulation scheme for Mandurah is being pushed ahead. The local shire is also installing a comprehensive sewerage scheme, and this development, too, has been coincidental. The scheme is being installed at a time when it has become so necessary to handle what I believe will be a very great upsurge in the population of the area.

The waters of the Peel Inlet and the Murray River cover a vast area. It is a much larger area than many people realise and, therefore, it is of greater importance than many people think. The extent of its size can be appreciated when it is pointed out that there are 72,000 acres of water in the Peel Inlet compared with 12,000 acres in the Canning and Swan Rivers.

Mr. Davies: How deep is it?

Mr. RUNCIMAN: It varies from shallow water to depths of 8 feet to 10 feet in many places. A similar variation is to be found in the Swan River.

This vast area is situated on the edge of the metropolitan area between the two towns of Pinjarra and Mandurah which will grow apace and which I believe could be two of the most densely populated areas outside the metropolitan area in time. I believe there is an urgent need for a programme of conservation and development of these waters. This programme should include not only the waters themselves but the surrounding foreshore. This would be for the benefit of the people of Western Australia, not only the local people. In fact, submissions have been made to the Minister along these lines. I assume that any action has been deferred pending the appointment of the minister for conservation, to which reference was made in the Governor's Speech. I think the idea of this ministry has been accepted very favourably throughout the whole of the State. I do not envy any person the job, because I think it will be a particularly difficult one.

As I have said, I believe the waters of the Peel Inlet and the Murray River could be the playground of Western Australia. They are just on the edge of the metropolitan area and the spill-over from Kwinana and Cockburn areas will go to these waters. In addition, the development of Pinjarra is expected to see 25,000 people in the district. Some planners talk of 150,000 people in 60 or 70 years' time. This might well be the case. It was estimated that 100,000 people visited Mandurah on one day during the Easter holidays. The waterways are the main attraction.

It is essential to preserve the natural life of the area but, at the same time, provision must be made for recreational facilities. We must also ensure the preservation of the fishing, crabbing, and prawning attractions, which give thousands of tourists a great deal of pleasure.

The fishing industry in Mandurah is perhaps the oldest in the State. At one time there were three canneries on the Peel Inlet; and approximately 1,000,000 pounds weight of fish is caught and sent to the metropolitan markets each year.

I am told by officers of the Fisheries Department and by fishermen, as well, that there appear to be as many fish in the waters now as there ever were. Of course, an amateur fisherman might not think so when he is trying to catch fish. Nevertheless, in many instances fishermen have done remarkably well. I believe the fishing in the area must be preserved. In saying this I refer not only to the activities of the professional fishermen but also to those of amateurs.

I should like to see established an authority for conservation and I hope any such authority would take particular note of this item. A great deal of work needs to be done. The area must be surveyed and I would like to see the production of a plan something along the lines of the plan brought out by the M.R.P.A. for the Swan and Canning Rivers. I think that exactly the same approach should be made to the Peel Inlet and the Murray River.

In fact, when I read an excellent publication which I have in my possession I could not help thinking that in places the words "Swan and Canning" could easily read, "Peel Inlet and Murray River." I sincerely hope the Government will give very careful consideration to this request. In my opinion there is a degree of urgency surrounding it.

Mr. Jamieson: Don't you think that some of the properties which go right down to the inlet should be taken away at this stage before it is too late?

Mr. RUNCIMAN: This is something which has been envisaged in the plan for Pinjarra where, at the moment, there is no access to the water anywhere between Pinjarra and Ravenswood. I notice that the new plan makes provision for a strip of land all the way along the river to enable people to make use of the foreshore. I think this principle should apply to all rivers and waterways as far as possible. Of course, the properties in question were bought a long time ago. The title deed gives the people the right to the land to the water's edge. However, before it is too late and becomes too costly I would like to see the Government consider ways in which the foreshore could be used for the benefit of all the people of the State.

I hope most sincerely that the minister for conservation, when he is appointed, will give a great deal of consideration to the waterways of the Peel Inlet and the Murray River. As I have said, I believe the area has a wonderful future. It is the greatest inland waterway in Western Australia and is teeming with fish of all kinds, including crabs and prawns. It has wonderful scenic areas. My opinion is that some of the area should be left in its natural state but other parts should

be made available for recreational purposes. Development and conservation must go hand in hand in the preservation of the area. For this reason the Swan River Conservation Board has great appeal to me. It is not merely concerned with conservation, but with development and conservation. Both are extremely important and, if observed in the Peel Inlet and Murray River, they will create a wonderful asset for the people of the State.

Due to a great deal of good work in the field of public relations by Government officers and Alcoa staff, many of the misconceptions regarding pollution and possible pollution from the plant have been shown to be false and, in a few cases, quite mischievous. Fears which were previously held by people in the area have been largely dissipated. I am quite certain the company will do a mighty job so far as conservation is concerned and it will take all necessary safeguards against pollution. Members of Parliament visited the area some time ago and at that stage the development of the company had hardly commenced. Nevertheless, members were impressed by the work which was being undertaken and by the ability and sincerity of the officers of the company.

In the early stages of the project, many people said, "What a pity so much first-class agricultural land is going out of production; this area will be lost to primary production."

In fact, the opposite will be the case, because nearly 12,000 acres are embodied in a farm. It is only a buffer, and there will be a first-class farm in operation. Even at this early stage the 12,000 acres carry more stock than the original owners carried. It is also to be conducted as a research station for the benefit of the district and farmers generally. This is a splendid exercise, and the company is to be in on it. Consequently nothing will be taken away, as many people feared.

The refinery itself occupies 500 acres and it is destined to be the largest refinery in the world. This will have a great impact on other towns and will provide employment for many people. It will be of benefit to the young people of the area should they find that farming is not as good as they imagined. If they make this decision, the opportunity will exist for them to be employed locally. The company has promised that it will give consideration to local needs. It has promised to give opportunities of employment to our young people when they leave high school.

Finally, I would like to refer to the subject of teacher-housing, which has often been discussed in this House. When I came into Parliament, I admit that teacher-housing in my own area was in a very poor state. However, due to the

efforts of the Government Employees' Housing Authority and thanks to the co-operation of the shire council this problem has been largely overcome. All of our senior masters in the high schools are accommodated in brick homes provided in the town. This is very good indeed. I noticed that very few of the circulars which were sent out by the Teachers' Union a month or so ago referred to teacher-housing, although they all referred to other educational matters. This shows that great improvements have been effected in the field of teacher-housing in Western Australia. There is still a lot to be done, but the improved position is much appreciated by the teachers.

MR. BATEMAN (Canning) [9.57 p.m.]: I rise to make my contribution to the Address-in-Reply and I shall deal with what I consider to be the two most important major problems affecting my electorate. It is fair to say that members have mainly spoken on their own electorates. Before I continue in this vein, I would like firstly, to congratulate the member for Albany for winning his seat. Secondly, I would like to say to you, Sir, and to all members on this side of the House and on the other side of the House who have chosen to retire next year, "All the best that you wish yourself."

Now, down to business. The two problems which affect my electorate are pollution of ground and surface water, and water conservation. I think the problem which we will have to face with considerable anxiety is the problem of conservation of water. I have thought about this question for many years now. During the past 15 years I have been associated in one way or another with the Public Health Department. Pollution of ground water has always worried me. When I was appointed a member of Parliament I had the opportunity to move around more and to see some of the problems for myself. I refer to problems which I had not previously seen.

As a result of this, I wrote to every major country in the world to find out what had been done about the problem and what was being done about it. I received back some very interesting and informative correspondence.

I will deal first of all with the problem of pollution of surface water. Some six weeks ago I had the privilege of being shown around the Gosnells area by a plumber who was born and bred in the district. He is about the same age as myself. He showed me some of the problems of pollution of ground water because, like myself, he is very worried about it. He has taken many photographs to prove his point, because many people say that one

is talking through one's hat when one says that raw effluent is being discharged into the Canning River or is running onto the ground. The photographs prove that this is true.

I think it is a great shame—and an indictment against the shires—to allow houses still to be built in Maddington and some other areas. I have a photograph here which shows that the ground is not soil, but clay. It is of an impervious nature and the effluent from the septic tanks could not possibly seep away. Ultimately it must go straight into the Canning River.

I have here a photograph which shows a breakdown in a leach drain; another shows a leach drain filled with water that cannot flow away; a further photograph shows raw effluent running onto the ground; another shows the breakdown of a septic tank with effluent flowing from it; and another shows a septic tank, and the lid cannot be put on it because the water is flowing over the top. This kind of thing is happening everywhere, and we say we have not a problem with pollution.

I feel we have to face up to the situation concerning the breakdown of septic tanks and the resultant pollution of surface water. If we do not do something about it fairly smartly, I feel we may have a volcano of disease erupting. We cannot see this happening; it is not like smoke from chimney stacks. We do not know what is going on underground, and I feel that a volcano of disease will erupt, given time and the right media. If that happens we will have a situation like that which occurred in Kalgoorlie, and in the State, generally, between 1896 and 1900. In that period 1,300 people died of typhoid.

So do not let us be too critical, because people can leave countries such as India and arrive here the next day. Those countries are absolutely riddled with disease and we read every day of cholera outbreaks in them. There was an outbreak reported in the paper this morning.

Typhoid can lie dormant in the body without a person knowing he has it. However, he passes it from his body in his excreta every day, and if it is not treated a serious situation can be created. We had a situation in Mt. Hawthorn, and the member for Wembley could verify this. The lady concerned was called "Typhoid Mary" and her faecal material was carted away daily and treated. We do not hear of this sort of thing today; but I suggest that unless we pay very close attention to the problem, the same thing could happen again.

Last year at the Kenwick School 27 children contracted hepatitis, and only last week a further two children were sent to

hospital with the same disease. Here again, I do not know whether this is associated with the pollution of our surface water. However, in the area a bad situation exists in regard to the pollution of ground water, so much so that the Commissioner of Public Health has agreed to allow one of his senior inspectors to come with me next week so that I may show him the breakdowns and problems.

The health surveyors in the area are frustrated because they cannot do anything about it. There is only one thing that can be done; that is, we must have deep sewerage. I know that we are working as hard as we possibly can to get developers and builders to install package treatment plants, but I do not think this is good enough. I do not give a hang if deep sewerage costs \$100,000,000; if it saves one life it would be worth every penny.

The member for Clontarf stole my thunder last week because he quoted something I intend to quote. The article in question appeared in *The West Australian* of the 11th June, 1970, under the heading, "Australia warned over pollution." The article stated—

Methods of waste disposal in Perth are criticised in a report that warns of the grave problem of pollution throughout Australia.

The report was by a Senate Select Committee, and the article goes on to state—

It called for a closer watch on the operation of W.A. industry and said that many factories in the metropolitan area were using unsatisfactory methods to dispose of liquid wastes.

These included meat and poultry processing works, breweries, wool scourers, tanneries, and manufacturing industries.

If I may, I would like to refer to the brewery. Every day thousands of gallons of waste are carted from the brewery and dumped at the old sanitary site in Gosnells. I wish the brewery would leave it in the Shire of Perth instead of carting it to my electorate!

The Senate Select Committee which inquired into this problem made, at great expense, a thorough investigation which took about two years to complete. I am pleased that the Premier is in the Chamber because in the same newspaper on the 11th June we find the headline, "Premier attacks Senate report." I do not think he was being fair in attacking it. Of course it is only newspaper talk, but it is not fair to attack the report when I know for certain that a great deal of it is factual. According to the Press the Premier said—

The Swan River had never been cleaner than now, as a result of control measures recommended by the Swan River Conservation Board.

The report continues—

He knew of no other river in Australia that was so well protected.

That may be so, but later on the report states—

Health Minister MacKinnon said he was delighted that all aspects covered by the committee on health matters had been dealt with long before the committee was formed.

There were safeguards by legislation, agreement or by committees.

There was no evidence of pollution in reservoirs or underground water supplies.

Mr. Speaker, that is not quite true because last year when a spear was being put down at the Kinlock School in order to pump surface water for reticulation of the oval, the Health Department said that surface water was not to be used because it was polluted and would create a health problem. The Minister for Works may know that an artesian bore was sunk at that school by the Public Works Department, and artesian water is now used for reticulation because the surface water is polluted.

I would say without fear of contradiction that in Gosnells, Maddington, Cannington, Queens Park, Kenwick, Thornlie, Lynwood, Riverton, Rossmoyne, Bateman, and Brentwood there is evidence of pollution of the ground water, and I will point it out to the Public Health Department inspector next week.

Sir David Brand: I did not say that we didn't have pollution. I simply attacked the committee's report for singling us out as having neglected such measures. I was pointing out that we had taken measures in time.

Mr. BATEMAN: According to the Press the Premier said the Swan River had never been cleaner than now as a result of control measures recommended by the Swan River Conservation Board.

Sir David Brand: That is right.

Mr. Ross Hutchinson: I agree with that.

Mr. BATEMAN: I do not know how the Premier could say that. What evidence did he have?

Sir David Brand: What evidence do you have?

Mr. BATEMAN: I am concerned only with the report of the Select Committee, which took a couple of years to investigate the matter. I say we should not bury our heads in the sand. Hundreds of millions of gallons of polluted water are being discharged into the Swan River. Where is all the pollution from the septic tanks in my area going? It can only gravitate to the lowest point—that is, the Canning River, and from there into the Swan River. A further article under the heading of "Swan is 'the cleanest metropolitan river'"

appeared in the south suburban supplement of *The West Australian* on the 22nd July, 1970. It reads as follows:—

The Swan River is the cleanest metropolitan river in Australia, if not the world, according to Mrs. R. Priest, secretary of the Swan River Conservation Board.

I have the utmost respect for Mrs. Priest, but I do not know what gives her the right to say that. We know that 27 factories have licenses to discharge effluent and waste into the Swan River, so I do not know that Mrs. Priest has the right to say that it is the cleanest metropolitan river. Nevertheless, that is only playing with words. We have a problem and we must face up to it. The answer, of course, is deep sewerage.

Sir David Brand: That is quite true.

Mr. BATEMAN: If I wished to buy a motorcar tomorrow I could go out and buy it, and there would not be a poorer man in this Chamber than I. I could purchase a car because I have an asset; this State has assets, and we could use them to provide deep sewerage, no matter what the cost. As I said before, if it saves one life it is worth every penny. We have the best jeweller's shop in the world right here in Western Australia, and we can do what we want.

Sir David Brand: You should be Treasurer for a year.

Mr. BATEMAN: An article appeared in *The West Australian* under the heading "Like a pot of porridge . . ." which referred to Lake Bonney in South Australia. The article is by Hal Colebatch, and it says—

South Australia's Lake Bonney, in the Millicent district, is possibly Australia's worst example of industrial water pollution.

In the Jandakot-Spearwood area we have a paper mill, and the same thing could happen in that area. The situation can only get worse unless we get our heads out of the sand and do something about it. The article continues—

Ten years ago Lake Bonney was fresh water, supporting a huge colony of birds and a big population of fish and was surrounded by trees.

Today the trees have been killed by salt water pumped into the lake from nearby drainage, and the lake itself has been transformed into what one Adelaide journalist described as: "A repulsive porridge of paper pulp carried down in the waste from mills."

The lake can be smelt for miles, and the only living things apparently still to be found there are flies and eels.

We could be faced with the same situation with some of our lakes, unless we watch the position carefully. The article continues—

Where it once had 4,000 acres of fairly deep fresh water on its doorstep the local council now has to pay \$2,000 a year to pump water from the Murray River for lawns and gardens.

I would like to comment on another aspect of pollution which could be caused by the sanitary land fill method of rubbish disposal. At the time this was introduced I was closely associated with it, and I thought it was a wonderful idea. Lakes which are breeding mosquitoes are filled with rubbish and a 6-inch layer of sand is spread on top. Further garbage is then spread over that, followed by another 6 inches of sand, and so it goes on until the area is entirely reclaimed. Lawn is then planted on top and we have a wonderful ground for children to play on.

However, the tradesmen's waste, effluent, and all types of garbage which were dumped there previously must eventually pollute the surface water. Who knows but that the surface water is not gravitating down the road not far away where someone has a reticulation system in his garden, using that very surface water. A dog could drink that water and so carry disease to human beings. That could be possible.

Other countries have woken up to this fact and they incinerate or burn their refuse. I have here a booklet sent to me from Japan which deals with public cleansing particularly in Tokyo. In this publication is a photograph of a recently built incinerator at Edogawa. It is a refuse incineration plant fully automated and equipped with modern devices against a bad odour, smoke, and noises.

Mr. Lewis: Is that where they are getting their smog from?

Mr. BATEMAN: No. This machine controls these aspects.

Mr. Ross Hutchinson: Which city is this?

Mr. BATEMAN: I am talking about Tokyo, but this occurs generally throughout the world. I have here a photograph which was sent to me from London which shows the type of incineration plant used there. I have received quite a few photographs from various countries in the world, and I am sure the Minister's department has also received such photographs. One publication deals with multihearth units which serve populations from 10,000 upwards. The publication is called *Sewage, Sludge, Incineration*. The publication also deals with garbage disposal, and so on.

We have such a treatment plant in Western Australia. I was so concerned about the pollution of our surface water that I wrote to the Department of Mechanical Engineering at the University of

Western Australia. I received a very interesting letter in reply, but most of it is in engineering jargon which I do not understand. In this letter, however, there is a recommendation for the establishment of a department of pollution at the Institute of Technology. I feel that some consideration should be given to this recommendation. I daresay scholarships might be obtained from certain mining companies which are mainly responsible for a great deal of the pollution. Scholarships could also possibly be obtained from Sir Thomas Wardle.

Mr. Brady: Or from Sir David Brand.

Sir David Brand: Or from Jack Brady.

Mr. BATEMAN: We must be serious about this. We should give a great deal of thought to the establishment of a department of pollution at the Institute of Technology, because such a department could supply the necessary knowledge to the minister for pollution when he is appointed. It would be of great assistance to him.

I have a lot of material which is far too voluminous to mention. I would like now, however, to touch on water conservation. I am sure members will agree that a problem does exist in relation to our water supplies. Members will recall that at one time children used to be taken to Mundaring Weir to see it flowing over the top, but it is many years since this has happened.

Mr. Ross Hutchinson: Only three years; it last flowed over in 1966.

Mr. BATEMAN: It could be many years before this happens again. Our water supplies seem to be getting less each year.

Mr. Ross Hutchinson: They are getting bigger each year, but they must satisfy an increasing demand.

Mr. BATEMAN: We have 50,000 bores in Western Australia—according to the *Australian Year Book*—and these must be drawing great quantities of water.

Mr. Jamieson: There are quite a number of bores in here.

Mr. Ross Hutchinson: You can say that again.

Mr. BATEMAN: I was very interested to hear the member for Murchison-Eyre say that it took a ton of water to produce a ton of iron ore. This is a lot of water particularly when we consider the quantity of iron ore that is produced in this State.

We must also do something about the question of migration. I know that we need migrants to develop the country but each family would probably use in the vicinity of 100,000 gallons of water a year. Apart from this, each day more factories are built and these factories must use a great deal of water.

Sir David Brand: Do you think we should stop migration?

Mr. BATEMAN: I think we should for the moment if only to ensure that we have a sufficient supply of water. We all know that modern washing machines use about 200 gallons of water per wash whereas previously clothes used to be washed in two gallons of water. Members can appreciate what this means in terms of water usage when one considers the number of migrants that are brought to the country. So I do suggest quite sincerely that the Minister should have a look at this problem and see whether we have enough water to supply the wants of these families and whether if we had three or four bad years we would have enough water to continue to supply such families together with all the factories that are being established around the place.

Mr. Jamieson: You have the Minister worried now; he will want a pipeline from the Chowilla Dam.

Sir David Brand: Mr. Dunstan has seen to it that there is no dam.

Mr. BATEMAN: We must do something in this matter of water reclamation. We will have to take steps eventually and perhaps one solution might be a dual water supply, particularly for the metropolitan area.

I would like now to refer to the presidential address given by H. J. N. Hodgson, M.C.E., M.I.E. Aust. It is headed, "Man—His Water Supplies and Health, Yesterday, Today and Tomorrow." In the section dealing with reclamation of water, Mr. Hodgson says—

A number of relatively dry countries such as Israel, South Africa, parts of America, and parts of Australia, reclaim some waste waters for various purposes. Mostly, this is for irrigation or for use by industry.

In Australia, possibly South Australia is leading the way in the reclamation and re-use of waste waters. At the seaside city of Glenelg some 2½ million gallons per day of such waters are being used for watering public gardens, golf courses, and other playing fields. Plans are in hand for extending this to 8½ million gallons per day, which is the full capacity of the Glenelg Sewage Treatment Works: In 1966, a Committee of Enquiry, set up by the South Australian Government, presented a comprehensive report on the possible reclamation and re-use of the effluent from the Bolivar (Adelaide) Sewage treatment works and consideration is now being given to implementing the committee's findings.

I received many letters from the countries to which I wrote among which was a particularly interesting letter from Germany where the water from sewage treatment plants—which we like to call waste water—is used three times before it finds its way into the ocean.

Mr. Rushton: Do they use fluoride?

Mr. BATEMAN: They reclaim a lot of water and fertilising constituents for use in the gardens and other purposes. The letter I have here is from Professor Dr. Ing. W. J. Muller of Darmstadt, Germany, and is dated the 27th March, 1969. It is a long letter and deals mainly with the reclamation of water for supply and other purposes. I also received a letter from Shimshon Inbal, who is the First Secretary at the Embassy of Israel, Canberra. He sent me an extract from the *Arab Press*. This extract, however, has no date or anything else.

Mr. Davies: From the *Arab Press*?

Mr. BATEMAN: Yes, it is from the *Arab Press* in which under the heading, "Drink from Waste Water—Exciting Experience in Tel Aviv," it states—

Although Dr. Gedulia Shelef carries the impressive titles of Chief Sanitary Engineer and Head of the Division of Environmental Health of the Israel Ministry of Health, he is a young man who looks and faintly sounds like an American.

Young age is certainly not unusual in high positions in Israel. His accent comes mostly from his five years in California where he studied for his master's degree.

His trip to Australia was sponsored by the World Health Organisation.

When Dr. Shelef came to Australia he met an Australian engineer—a Mr. Parker, who designed similar mechanism for the reclamation of waste water; an idea which Dr. Shelef incorporated in the work he was carrying out. The extract continues—

Dr. Shelef is deeply involved in an exciting experience—the reclamation of sewer water for human consumption.

The project is not new; it is successfully used in the United States, in California, for instance but the Tel Aviv plant when fully operative will be the largest waste water reclamation plant in the world.

It was designed by the Australian, S. D. Parker, who was also the designer of a similar mechanism operating in Melbourne.

Does not the idea of drinking sewer water repel the Israeli public?

With proper explanation the Israeli public is more likely to accept it more than any other group. Israelis are well aware of the water shortage of the State. This method is much cheaper than the desalination of the sea water, and by the year 1980 we expect that reclaimed water will provide 10 to 15 per cent. of Israel's water resources.

The first part of the plant is already operating. When fully equipped it will serve 1,500,000 people.

We are only doing the same as nature does—filtering used water—only we are doing it in a planned and escalated form.

Mr. Ross Hutchinson: I understand that a British representative took up a glass of water from the table, drank it down, and said to his viewers, "I wonder who drank that last?"

Mr. BATEMAN: I would like to suggest that we introduce a system in our water meter readings similar to that which operates in connection with our telephones and our electricity supply, where we only pay for what we use.

An example of this was brought to my mind the other day in relation to an old couple living in the suburbs who were allowed 98,000 gallons of water each year. The couple had their garden fully reticulated and whether they used the 98,000 gallons or not they still had to pay for that quantity. Rather than use their reticulated water—and they used 20,000 gallons a year for their domestic purposes—they attached their scheme water to their reticulation system and used that.

Another family, not very far from the one to which I have just referred, had an allowance of 72,000 gallons of water a year. At the half-yearly meter reading that family had used 68,000 gallons. This family comprised 11 people and, if it had used 68,000 gallons for the first half of the year, it would surely use another 68,000 for the ensuing half. It is obvious an anomaly exists with this type of assessment. I am sure that if we paid for what we used we would all make sure the kiddies turned off the taps the same as we make sure we chastise them if they unnecessarily leave any lights on in the house. If we had to pay for water as we used it, and we found a tap dripping, we would very smartly turn it off. I appeal to the Minister to review the situation, because a review of this type of assessment is long overdue.

Mr. Ross Hutchinson: It is very interesting to hear you say this. Would you say, from your knowledge, that we get our water too cheaply in Western Australia? Do you think people ought to pay more for it?

Mr. Moir: We don't get it too cheaply on the goldfields. We pay very dearly for it.

Mr. Ross Hutchinson: You still pay far below cost.

Mr. Lewis: Ask for notice of the question.

Mr. BATEMAN: I am talking about water conservation, not its sale. In conclusion I would like to suggest that we do something about the sewerage problem. Let us establish deep sewerage, no matter what the cost. As I said before, we are sitting on a volcano of disease, and do not

let us forget it. It is below us and we cannot see it, but it could erupt again at any time. In 1946, 11 people died of typhoid. The danger is ever-present.

I again ask the Minister to do something about the sewerage, our water assessments, reclamation, and conservation of our water supplies.

Debate adjourned, on motion by Mr. Kitney.

House adjourned at 10.33 p.m.

Legislative Council

Thursday, the 27th August, 1970

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

QUESTIONS (7): ON NOTICE.

1. NATIVES

Housing

The Hon. R. H. C. STUBBS, to the Minister for Mines:

(1) (a) How many lots have been reserved for native housing in the following towns—

- (i) Norseman;
- (ii) Coolgardie;
- (iii) Kalgoorlie;
- (iv) Boulder;
- (v) Salmon Gums;
- (vi) Merredin;

(b) what are the reserve numbers, and the lot numbers in the respective towns?

(2) In which of the towns referred to in (1), will houses be erected for natives during the current financial year?

The Hon. A. F. GRIFFITH replied:

- | | | |
|----------------------|------|---|
| (1) (a) (i) Norseman | .... | 5 |
| (ii) Coolgardie | .... | 1 |
| (iii) Kalgoorlie | .... | 9 |
| (iv) Boulder | .... | 3 |
| (v) Salmon Gums | .... | 0 |
| (vi) Merredin | .... | 0 |

(b) Lot 994, Reserve No. 30263—Norseman.

Lot 1025, Reserve No. 30263—Norseman.

Lot 972, Reserve No. 30263—Norseman.

Lot 611, Reserve No. 30263—Norseman.

Lot 467, Reserve No. 30267—Norseman.

Lot 508, Reserve No. 29928—Coolgardie.

Lot R1343, Reserve No. 29774—Kalgoorlie.

Lot R1131, Reserve No. 29774—Kalgoorlie.

Lot R1237, Reserve No. 29774—Kalgoorlie.

Lot 2199, Reserve No. 29774—Kalgoorlie.

Lot 2650, Reserve No. 29774—Kalgoorlie.

Lot F32, Reserve No. 29774—Kalgoorlie.

Lot 115, Reserve No. 29774—Kalgoorlie.

Lot 120, Reserve No. 29774—Kalgoorlie.

Lot 3018, Reserve No. 29774—Kalgoorlie.

Lot 918—Boulder.

Lot 925—Boulder.

Lot 1337—Boulder.

(2) Subject to finance being available:—

Norseman—1 conventional.

Coolgardie—1 conventional.

Kalgoorlie—5 conventional.

2. EDUCATION

New Schools in Albany District

The Hon. E. C. HOUSE, to the Minister for Mines:

(1) What primary or other schools are planned for the area on the south side of Princess Royal Harbour, Albany?

(2) Between, and fronting what streets, are any such schools proposed to be situated?

(3) When is it likely that they will be—

(a) commenced;

(b) completed?

The Hon. A. F. GRIFFITH replied:

(1) Little Grove Primary School.

(2) Located south of Frenchman Bay Road, east of O'Connell Street, north of Gordon Street and west of King Street.

(3) (a) and (b) No definite decisions have been made with respect to the establishment of a school on the above site.

3. RAILWAYS

Fettlers at Bodallin

The Hon. J. J. GARRIGAN, to the Minister for Mines:

When the narrow gauge railway line east of Merredin is discontinued, will the fettlers' gang at Bodallin—

(a) be transferred; and

(b) if so, where?