

sought last year by \$10,000,000 because of a need to meet higher costs and expansion of Government services.

The Bill contains provision also for an issue of \$5,000,000 from the Public Account. This is to enable the Treasurer to make such temporary advances as may be necessary to meet the provisions of this measure. A similar amount was made available last year. As members will see, the provisions in this Bill are no different from those introduced in previous recent years.

Debate adjourned, on motion by The Hon. W. F. Willesee (Leader of the Opposition).

House adjourned at 3.17 p.m.

Legislative Assembly

Thursday, the 7th August, 1969

The SPEAKER (Mr. Guthrie) took the Chair at 2.15 p.m., and read prayers.

QUESTIONS (46): ON NOTICE

1. EDUCATION

Teachers, and Student Enrolment

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Education:

(1) How many and what percentage of the entire primary and secondary teaching force comprise—

(a) teachers under bond;

(b) temporary teachers (on permanent or temporary supply);

(c) female teachers?

(2) Exclusive of non-teaching staff (headmasters, etc.) how many teachers are engaged in class teaching in Government primary schools?

(3) What is the total State enrolment of pupils in the State in primary schools?

Mr. LEWIS replied:

(1) (a) Statistics not recorded.

(b) 1,669, 28.24 per cent. as at the 1st August, 1968.

(c) 3,010, 50.93 per cent. as at the 1st August, 1968.

(2) 3,406 (as at February, 1969).

(3) 117,991 (as at February, 1969).

2. LAND

Reserve 24049

Mr. GRAHAM, pursuant to notice, asked the Minister representing the Minister for Fisheries and Fauna:

Will he lay on the Table of the House a copy of any survey or report made in relation to reserve 24049?

Mr. ROSS HUTCHINSON replied:
Yes.

The paper was tabled.

3. NOISE IN INDUSTRY *Legislation*

Mr. T. D. EVANS, pursuant to notice, asked the Acting Premier:

When is it intended to introduce legislation controlling the emission of industrial noise in residential areas?

Mr. COURT (for Mr. Nalder) replied: Generally speaking industries situated in gazetted residential areas have conforming rights. The matter of legislation for the control of noise in general is currently under consideration.

4. MOTOR VEHICLE INSURANCE TRUST *Costs*

Mr. T. D. EVANS, pursuant to notice, asked the Minister representing the Minister for Local Government:

Has consideration ever been given to a proposition whereby a fractional part of the costs of operating the Motor Vehicle Insurance Trust would be apportioned to the fee for a motor driver's licence?

Mr. LEWIS replied:

Yes, but it was found to be economically and administratively impracticable.

5. RAILWAYS

Perth-Kalgoorlie Train: Refreshments

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Railways:

What items of food refreshments are available for the convenience of passengers travelling on the interstate train between Perth and Kalgoorlie?

Mr. O'CONNOR replied:

Tea, coffee, fruit cake and biscuits are available in the cafeteria-club car.

6. RAILWAYS

West Kalgoorlie Siding

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Railways:

Why was the name "West Kalgoorlie" chosen for the rail siding instead of perpetuating the old and still existing name "Binduli" for that area adjacent to Kalgoorlie townsite?

Mr. O'CONNOR replied:

The name "West Kalgoorlie" has not been officially selected for the new railway facilities but has been used departmentally and in

correspondence with the Commonwealth to clearly associate them as part of the overall Kalgoorlie complex.

7. COMMISSIONERS FOR DECLARATIONS

Names and Addresses

Mr. T. D. EVANS, pursuant to notice, asked the Minister representing the Minister for Justice:

- (1) Is there a list of the names and addresses of all current commissioners for declarations.
- (2) If "Yes," will he table a copy?

Mr. COURT replied:

- (1) A register is kept in the Crown Law Department but frequent alterations and the size make the preparation of a list impracticable.
- (2) Answered by (1).

8. HOUSING
Kalgoorlie

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Housing:

How many State Housing Commission homes are planned for erection at Kalgoorlie this year?

Mr. O'NEIL replied:

Eight.

9. RAILWAYS

Perth-Kalgoorlie Train: Hannans Lager

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Railways:

- (1) Is "Hannans" lager available for purchase in the Club car of the interstate train between Kalgoorlie and Perth?
- (2) If so, in what form?
- (3) In the interests of decentralisation will he arrange for "Hannans" to be available on the Kalgoorlie express in the "stubby" bottle?
- (4) If not, why not?

Mr. O'CONNOR replied:

- (1) Yes.
- (2) Hannans Lager is sold in 13 ounce bottles.
- (3) The sale of Hannans Lager in bottles on the *Kalgoorlie Express* could not be agreed to.
- (4) The decision is governed by the limited storage and refrigerated space available. Cans occupy less space than bottles and this is a vital factor in all buffet cars operating on intrastate trains, including the *Kalgoorlie Express*.

The sale of aerated waters in bottles was discontinued more than twelve months ago for the same reason.

The Kalgoorlie Brewery has been informed that should Hannans Lager be marketed in cans, the department will be pleased to obtain supplies for sale.

10. EDUCATION

Country High School Hostel: Eastern Goldfields

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Education:

- (1) Is he now in a position to make a firm decision as to the building of a high school hostel on the eastern goldfields during 1970-71?
- (2) If not, when is it reasonably expected this project will be undertaken?

Mr. LEWIS replied:

- (1) No.
- (2) A survey of potential boarders for a hostel is at present being conducted by the Education Department. The provision of a hostel will be dependent on the results of the survey.

11. LAND

Cannington Primary School Site: Shopping Centre

Mr. BATEMAN, pursuant to notice, asked the Minister for Works:

- (1) Referring to the Government owned land on which Cannington Primary School is now situated, have approaches been made by a private developer to build a regional shopping centre on this site?
- (2) If "Yes," what is the name of the developer?

Mr. ROSS HUTCHINSON replied:

- (1) Yes. Approaches have been made by three developers.
- (2) Realty Development Corporation, Hammerson Group of Companies (Tawarri Pty. Ltd.), and Merrifield and Stokes.

12. CLEAN AIR ACT
Committees

Mr. DAVIES, pursuant to notice, asked the Minister representing the Minister for Health:

- (1) Who are the present members of the—
 - (a) Air Pollution Control Council;
 - (a) Scientific Advisory Committee,
 under the Clean Air Act?

- (2) What changes have been made to the original and subsequent appointments to each of these bodies?
- (3) What are the reasons for the changes?
- (4) What revenue was received from licences for the financial year ended the 30th June, 1969?
- (5) What are the expenses incurred for this period?

Mr. ROSS HUTCHINSON replied:

- (1) (a) Air Pollution Control Council—

Dr. W. S. Davidson.
 Dr. D. D. Letham.
 Mr. W. J. Gillies.
 Mr. T. Lewis.
 Mr. E. Sabin.
 Mr. R. Paust.
 Mr. T. Burgess.
 Mr. A. Y. Wilson.
 Mr. T. D. Field.
 Prof. N. S. Bayliss.
 Mr. R. Anderson.
 Mr. L. H. Chipperton.
 Mr. N. G. Humphries.
 Mr. W. L. Hughes.
 Mr. D. N. Cullity.

- (b) Scientific Advisory Committee—

Dr. D. D. Letham.
 Mr. L. J. Brennan.
 Mr. J. B. Shirley.
 Mr. G. W. Mackey.
 Prof. A. R. H. Cole.
 Mr. D. T. Rigden.
 Mr. S. L. G. Morgan.
 Mr. I. W. Loxton.

- (2) and (3) Act No. 10 of 1967 amended the composition as follows:—

Council—

State Mining Engineer, and a person nominated by the Minister for Mines replaced an officer of the Mines Department nominated by the Minister for Mines.

Scientific Advisory Committee—

An inspector of mines nominated by the Minister for Mines added to the committee.

because of the increased activity in mining.

- (4) \$9,900.

- (5) \$14,751.

13.

HOUSING

Rental Accommodation

Mr. GRAHAM, pursuant to notice, asked the Minister for Housing:

What was the turn-over of rental accommodation during the year ended the 30th June last in the

metropolitan area and country respectively in the following categories—

- (a) four sleeping units;
- (b) three sleeping units;
- (c) two sleeping units;
- (d) one sleeping unit;
- (e) pensioner accommodation?

Mr. O'NEIL replied:

From information readily available the number of commission properties relet during the year ended the 30th June, 1969, was approximately as indicated in the table below—

	One Sleep- ing Unit	Two Sleep- ing Units	Three and Four Sleep- ing Units	Total
Metropolitan	102	146	231	479
Country	41	403	878	1,322
Totals	143	549	1,109	1,801

14.

TRANSPORT

Hills Area

Mr. DUNN, pursuant to notice, asked the Minister for Transport:

- (1) Could he advise the current situation in the functioning of the co-ordinated passenger transport system based on Midland and servicing the hills area?
- (2) Has any consideration been given to the provision of a type of low loader vehicle to transport patrons from the central railway station to various establishments in the city area and return?

Mr. O'CONNOR replied:

- (1) The system is functioning well. It has provided hills residents with better transportation and has attracted additional traffic. It is also providing us with operational experience on the integration of bus and rail and in particular on the most advantageous roles for bus and rail.
- (2) Yes, but because of traffic congestion in city streets, particularly in peak hours, and the delays which in consequence would occur to passengers, it was considered the idea would not have sufficient public appeal.

15.

EDUCATION

Balkuling School

Mr. GAYFER, pursuant to notice, asked the Minister for Education:

When is it expected that an electricity power plant will be installed at the Balkuling Government School?

Mr. LEWIS replied:

It is expected that the electricity power plant will be installed in the very near future.

16.

HOUSING*Withers: Planning*

Mr. WILLIAMS, pursuant to notice, asked the Minister for Housing:

- (1) Is planning now complete for the Withers medium density housing area; if not, when is finality of the plan expected?
- (2) When is work scheduled to commence and what is the anticipated programme?

Mr. O'NEIL replied:

- (1) On the 13th June, 1969, the Minister for Town Planning gave final approval to the Bunbury Town Planning Scheme Amendment No. 75, whereby the State Housing Commission's planning proposals for the residential Park at Withers were approved for special development.
- (2) Clearing and earthworks for the first stage of development at Withers will be completed by the 30th August, 1969. This activity will be immediately followed by road, sewerage, and drainage works, which it is anticipated will provide fully serviced sites for building operations commencing December, 1969.

17.

HOUSING*Bunbury*

Mr. WILLIAMS, pursuant to notice, asked the Minister for Housing:

- (1) What number of State Housing Commission units in the various unit sizes (e.g., two bedroom, three bedroom, pensioner flats, etc.) are to be built in Bunbury this financial year?
- (2) In which areas will these units be built?

Mr. O'NEIL replied:

- (1) 80 units of individual and duplex housing, predominantly three bedroom.
- (2) Withers Estate.

18.

SHOPPING CENTRE*Withers*

Mr. WILLIAMS, pursuant to notice, asked the Minister for Housing:

- (1) When is it likely that proposals will be called for a shopping centre in Withers State Housing Commission area?
- (2) Will some preference be given to local district enterprise(s) for these proposals; if so, to what extent?

Mr. O'NEIL replied:

- (1) Following a discussion with the mayor and councillors of the Town of Bunbury, commissioners at a meeting of the State Housing

Commission on the 19th December, 1968, agreed—

- (a) the two propositions received were not acceptable, and a further invitation to tender be extended in 9-12 months;
- (b) the position be reviewed in six months in the light of additional potential which will exist because of contracts called and let for houses in the vicinity.

The position has not yet been reviewed by the Commission.

- (2) It is considered that there is an obligation to call public tenders.

19. PUBLIC WORKS DEPARTMENT*Under-Secretary*

Mr. TONKIN, pursuant to notice, asked the Minister for Works:

- (1) Where is the Under-Secretary of the Public Works Department?
- (2) On what special assignments has he been engaged for a considerable time past?
- (3) Is some major alteration in the Public Works Department administration contemplated?
- (4) Is he acting in the dual capacity of Minister and Under-Secretary?

Mr. ROSS HUTCHINSON replied:

- (1) In London for the purpose of interviewing a number of applicants for the position of Fremantle Port Operations Manager.
- (2) He has been engaged on no special assignments in recent years that can be considered outside the scope of this normal duties.

He was, for a period of approximately four weeks, relieved of his normal duties to undertake a study of the desirability of certain departmental re-organisational proposals. While this is considered as being within the scope of the normal duties of the Under-Secretary, pressure of work made it necessary for these arrangements in order that he could give it the attention required.

- (3) A proposal is being considered.
- (4) No.

20. FREMANTLE PORT AUTHORITY*Management*

Mr. TONKIN, pursuant to notice, asked the Minister for Works:

- (1) Is there turmoil in the management of the Fremantle Port Authority?
- (2) Who is acting as general manager during the absence on leave of the general manager?
- (3) Has the present acting general manager submitted his resignation?

- (4) If "Yes," when will it take effect? 23.
- (5) Did the present acting general manager go to the eastern states with Treasury approval to study port operations?
- (6) If "Yes," what advantage to the Fremantle Port Authority is expected to be derived?
- (7) How many applications have been received from—
 (a) Western Australia;
 (b) abroad,
 for a managerial appointment to the Fremantle Port Authority?
- (8) Has there been a spate of resignations in recent years of members of the administrative and professional staff?
- Mr. ROSS HUTCHINSON replied:
- (1) No.
- (2) H. F. Sanderson, the Divisional Manager (Operations).
- (3) Yes.
- (4) The 30th September, 1969.
- (5) No.
- (6) Answered by (5).
- (7) Over 80 have been received. A full breakdown of the applications has not yet been made.
- (8) No.

21.

COAL*Collie: Output*

Mr. WILLIAMS, pursuant to notice, asked the Minister representing the Minister for Mines:

Referring to page 2—summary of conclusions of the report on Collie Coalfield paragraphs 1 and 2—could he ascertain how many years it is estimated that the annual output of one million tons and two million tons respectively could continue?

Mr. BOVELL replied:
 15 and 40 years.

22.

BALL POINT PENS*Use on Documents*

Mr. WILLIAMS, pursuant to notice, asked the Minister for Lands:

- (1) In the various departments under his control what documents, etc., will not be accepted if written, signed, etc., with a ball point pen or pen other than "wet" ink?
- (2) For what reason(s) will these not be accepted?

Mr. BOVELL replied:

- (1) and (2) Instructions requiring the use of "wet" ink in permanent records are being revised. In future documents signed with a ball point pen will be accepted if otherwise in order.

BALL POINT PENS*Use on Documents*

Mr. WILLIAMS, pursuant to notice, asked the Minister representing the Minister for Justice:

- (1) In the various departments under his control what documents, etc., will not be accepted if written, signed, etc., with a ball point pen or pen other than "wet" ink?
- (2) For what reason(s) will these not be accepted?

Mr. COURT replied:

- (1) Action has been taken to amend the regulation which required documents lodged in the Titles Office to be written in "wet" ink. There are no restrictions in any other department under my control. The reference to "my control" is intended to be a reference to the Minister for Justice.
- (2) Answered by (1).

24.

EDUCATION*Teachers Employed and Salary Scales*

Mr. RUSHTON, pursuant to notice, asked the Minister for Education:

- (1) As at the 30th day of June, 1969 how many teachers were employed by the Education Department?
- (2) How many were on—
 (a) salary scale "A";
 (b) salary scale "B"?

Mr. LEWIS replied:

- (1) 7,281.
- (2) Approximate count as at March, 1969, includes long service leave, sick leave, part-time, etc.—
 (a) Salary scale "A"—2,125.
 (b) Salary scale "B"—5,043.

25.

RAILWAYS*Native Passengers*

Mr. T. D. EVANS, pursuant to notice, asked the Minister for Railways:

Is a native person within the meaning of the Native (Citizenship Rights) Act—being a resident on the eastern goldfields—required whilst travelling on the Kalgoorlie-Perth passenger train (ex Kalgoorlie) to present his citizenship rights if called upon before being entitled to be served on the train with an alcoholic drink?

Mr. O'CONNOR replied:

In ordinary circumstances presentation of the certificate would not be called for, but if it is considered that citizenship rights are not held, the certificate may be requested.

26. *This question was postponed.*

27.

POLICE*Drivers' Licenses*

Mr. DAVIES, pursuant to notice, asked the Minister for Police:

Under what conditions is a motor vehicle driver's license available to a person under 17 years of age?

Mr. CRAIG replied:

Motor drivers' licenses are available to persons under the age of 17 years where, in the opinion of the Commissioner of Police, undue hardship or inconvenience is occasioned by the denial of such license.

28. **NATIVE RESERVE: KIMBERLEY***Mining*

Mr. HARMAN, pursuant to notice, asked the Minister for Native Welfare:

How many acres were excised from a native reserve in the Kimberley region for mining purposes?

Mr. LEWIS replied:

If the Admiralty Gulf reserve, which is of about 600,000 acres proclaimed under the Native Welfare Act, is referred to it is intended to reduce the area by approximately 47,000 acres to obviate the requirement of entry permits.

29.

TRAFFIC*School Crossing Attendants*

Mr. GRAHAM, pursuant to notice, asked the Minister for Traffic:

- (1) What is the amount paid to guards for their services at controlled children's crossings?
- (2) What are the daily hours of service?
- (3) Is there any award or industrial agreement governing the conditions of employment of the guards?

Mr. CRAIG replied:

- (1) \$12 per week.
- (2) Normally two hours.
- (3) No.

30. *This question was postponed.*

31.

CRAYFISHING*One-mile Limit*

Mr. FLETCHER, pursuant to notice, asked the Minister representing the Minister for Fisheries and Fauna:

- (1) Has departmental thought been given to permitting crayfishing within the one-mile limit during the entire fishing season subject to the use of wider escape gaps?
- (2) If "Yes," has the proposition been discussed with the Crayfish Advisory Committee or any other representative Fishermen's Organisation?

- (3) If "No," will the department have such discussions with a view to obviating the need to attempt to adequately police the mile limit?

Mr. ROSS HUTCHINSON replied:

- (1) Some thought has been given by departmental officers to suggestions of this nature. So far only very preliminary discussion has taken place.
- (2) No.
- (3) Suggestions received would in due course be referred to the Crayfish Industry Advisory Committee and other fishing organisations for comment.

32 and 33. *These questions were postponed.*

34.

ROADS*Kwinana Freeway: Extension*

Mr. MAY, pursuant to notice, asked the Minister for Works:

- (1) Has the preliminary planning for the construction of the proposed extension of Kwinana freeway south of Canning Highway commenced?
- (2) When is it anticipated that a firm decision will be made concerning the exact location of the extension?
- (3) Is it intended to amend the Metropolitan Region Scheme during this session of Parliament with regard to the possible realignment of the extension?
- (4) If so, will information be made available to the public in sufficient time to examine the new proposals?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) No date can be given at this stage. When mapping is completed preliminary plans will need to be drawn up and discussion take place with Town Planning, local authorities and others before a decision is reached as to the exact location.
- (3) No.
- (4) Answered by (3).

35.

TRAFFIC*Accidents: Hay Street-George Street Intersection*

Mr. MAY, pursuant to notice, asked the Minister for Police:

- (1) Including Wednesday, the 6th August, 1969, how many traffic accidents have occurred at the Hay and George Streets, Perth intersection since the installation of traffic lights?
- (2) Have any recommendations been made to improve the present hazardous situation which currently obtains at this intersection?

Mr. CRAIG replied:

- (1) Twelve to end of July, 1969. Figures for August not yet to hand.
- (2) There is no hazard at this intersection provided motorists obey the traffic signals. However, to enable traffic to become accustomed to the new installation the "all red" period will be extended for a trial period.

36.

ROADS

Manning Road

Mr. MAY, pursuant to notice, asked the Minister for Works:

In view of the fact that detailed plans for the upgrading of Manning Road, Manning Council have been finalised in March this year, will he advise when the necessary work will commence?

Mr. ROSS HUTCHINSON replied:

Agreement has been reached with the Canning Shire Council on plans for the Albany Highway-Riverton Street section of Manning Road, and the council has been asked to submit an estimate to the Main Roads Department. Further discussion is required with the Canning Shire Council, the South Perth City Council, and the Perth City Council on some aspects of their proposed plans for other sections.

Until agreement on plans and financial arrangements is reached it is not possible to fix a date for commencement of construction other than for the section between Albany Highway and Riverton Street for which funds have been provided in the Main Roads Department's 1969-70 programme of works.

37.

EDUCATION

Parents and Citizens' Associations

Mr. BERTRAM, pursuant to notice, asked the Minister for Education:

What is the total amount of the subsidy or the equivalent of subsidy paid by the parents and citizens' associations per medium of supplying funds and services for the acquisition of equipment or otherwise whatsoever for and incidental to the education of children for each of the five years ended the 30th June, 1969?

Mr. LEWIS replied:

		\$
1964/65	....	84,000.00
1965/66	....	110,005.00
1966/67	....	103,244.00
1967/68	....	138,277.00
1968/69	....	129,115.00

38. TOTALISATOR AGENCY BOARD

Payments

Mr. JAMIESON, pursuant to notice, asked the Minister for Police:

- (1) What are the respective percentages of the Totalisator Agency Board pools—
 - (a) returned to punters;
 - (b) retained by the T.A.B.;
 - (c) paid to consolidated revenue;
 - (d) paid to racing and trotting interests?
- (2) If the information is available will he supply the comparative percentages involved in South Australia, Victoria, New South Wales and Queensland T.A.Bs.?

Mr. CRAIG replied:

- (1) These details are still to be finalised and the annual Accounts and Balance Sheet will then be audited. When these matters have been attended to the information sought will be included in the Board's Annual Report for the year ended 31st July, 1969. When this report is to hand, it will be tabled in accordance with the provisions of Section 56 of the Totalisator Agency Board Betting Act 1960-66. The Board will be asked to expedite its report. I am hoping this information will be available by the end of the month.
- (2) This information is not available.

39.

TIMBER

Imports

Mr. H. D. EVANS, pursuant to notice, asked the Minister for the North-West:

- (1) What quantity of building timber has been imported for use in north-west towns from Asian countries this year?
- (2) From what specific countries was this timber imported?
- (3) Was the company responsible for the importation obliged to use Western Australian materials; if so, will it be expected to comply with its agreement?
- (4) How much loss to the State, in timber royalties and rail freights, would have been occasioned in this matter through not using Western Australian timber?

Mr. COURT replied:

- (1) 38,512 cubic feet.
- (2) Singapore. We understand the origin of the timber however, is Malaysia.
- (3) The company responsible for importing the timber does not have an agreement with the State. However, the company which let the building contract is required under its agreement with the State to use, so far as is reasonably and

economically practicable, materials and supplies available within the State where it is not prejudicial to the interests of the company so to do.

It should be borne in mind that this only represents a very small part of the huge amount of timber involved on the north-west projects which have used almost exclusively Western Australia hardwoods except for special purposes, even though the cost has been greater in many cases than would have been an imported product.

(4) \$14,000.

40 and 41. *These questions were postponed.*

42. EDUCATION

Chef Training

Mr. DAVIES, pursuant to notice, asked the Minister for Education:

(1) Is there any course available at the Western Australian Institute of Technology or any other departmental establishment that will provide training for a person wishing to become a chef?

(2) If not, are there any plans to institute a suitable course?

Mr. LEWIS replied:

(1) No.

(2) Yes. The proposed new Bentley Technical School which is currently in the planning stage will offer a full range of training in food preparation and catering.

43. RAILWAYS

Regulations Governing Employees

Mr. TOMS, pursuant to notice, asked the Minister for Railways:

Will he supply me with a copy of all rules and regulations governing the employees of the Western Australian Government Railways?

Mr. O'CONNOR replied:

All rules and regulations governing the employees of the Western Australian Government Railways are contained in the two books mentioned below, copies of which will be forwarded to the honourable member on Friday, the 8th August—

(1) Western Australian Government Railways Rules (By-law No. 54).

(2) Western Australian Government Railways Workshops Rules and Regulations (By-law No. 84).

44. COAL

Government Contracts

Mr. JONES, pursuant to notice, asked the Minister representing the Minister for Mines:

(1) When the existing Government coal contracts commenced what were the orders for the Griffin Coal Mining Company and Western Collieries Ltd.?

(2) Have there been any alterations to the tonnages originally granted to the two companies?

(3) If "Yes," what have the alterations been?

Mr. BOVELL replied:

(1) Orders placed January, 1967, at rate of—
Griffin Coal Mining Company Limited—

23,500 tons per working fortnight.

Western Collieries Limited—

19,319 tons per working fortnight.

1,277 tons per working fortnight.

(2) Yes.

(3) January, 1969.

Griffin Coal Mining Company Limited—

Increase of 1,000 tons per working fortnight.

February, 1969.

Western Collieries Limited—

1,277 tons per working fortnight phased out between February and June, 1969.

45. *This question was postponed.*

46. EDUCATION

High Schools: Assembly Halls

Mr. GRAHAM, pursuant to notice, asked the Minister for Education:

(1) What high schools have been built in the metropolitan area since 1953 and when was each completed?

(2) What is the present enrolment of each such school?

(3) Which of the schools have assembly halls provided by the Government, and when were these halls built?

(4) What was the reason for construction of halls at these schools, prior to those elsewhere?

(5) In what electorates are the high schools with the halls?

Mr. LEWIS replied:

(1) and (2) See information in table attached.

(4) From 1955-57 and since 1967-68 it has been the policy to incorporate halls or gymnasiums in new high schools.

In 1968 a decision was made to add halls or gymnasiums to existing high schools as funds became available. Priority will be determined primarily by the age of the school but structural factors, school status and enrolment will also be considered.

(3) and (5) See information in table attached.

(1) and (2)

School	Year completed	Enrolment at February, 1969	
Armadale	1963 (4th Stage)	1,263	Became separate High School in 1955; previously Junior High School.
Mount Lawley	1960 (4th Stage)	1,549	Opened in 1955.
John Curtin	1956 (4th Stage)	1,520	Opened in 1956 (Princess May Girls' School closed end of 1956. Fremantle Boys' High School closed end of 1955).
Belmont	1967 (4th Stage)	1,356	Opened in 1957.
Tuart Hill	1961 (4th Stage)	1,302	Opened in 1957.
Applecross	1961 (4th Stage)	1,471	Opened in 1958.
Hollywood	1963 (4th Stage)	896	Opened in 1958.
Kwinana	Not yet completed (Stage 4 continuing)	875	Became separate High School in 1959. Previously Medina Junior High School.
Scarborough	1964 (4th Stage)	1,416	Opened in 1959.
Bentley	1967 (4th Stage)	1,465	Opened in 1960.
Melville	1965 (4th Stage)	1,259	Opened in 1960.
John Forrest	1966 (4th Stage)	1,436	Opened in 1961 as Embleton High School. Name changed in 1963.
Swanbourne	1966 (4th Stage)	919	Opened in 1961.
Eastern Hills	1954 (3rd Stage)	403	Became separate High School in 1962. Previously Mount Helena Junior High School.
Kalamunda	1960 (3rd Stage)	604	Became separate High School in 1962. Previously Junior High School.
Churchlands	1967 (4th Stage)	1,363	Opened in 1962.
Cyril Jackson	1968 (4th Stage)	1,013	Opened in 1962.
Hamilton	1969 (4th Stage)	987	Opened in 1962 as Hamilton Hill High School. Name changed in 1963.
Cannington	Not yet completed (Stage 4 continuing)	1,213	Opened in 1965.
Mirrabooka	1969 (4th Stage)	1,114	Opened in 1965.
Kewdale	1968 (3rd Stage)	1,017	Opened in 1965.
City Beach	1969 (4th Stage)	652	Opened in 1966.
Hampton	1969 (4th Stage)	1,036	Opened in 1966.
Balcatta	Not yet completed (Stage 4 continuing)	904	Opened in 1967.
South Fremantle	1969 (3rd Stage)	949	Opened in 1967.
Rossmoyne	Not yet completed (2 Stages so far)	480	Opened in 1968.
Cotno	Not yet completed (Stage 2 continuing)	259	Opened in 1969.

(3) and (5)

School	Type	Year Built	Electorate
Armadale	2 gymnasiums	1956/57	Dale
Mount Lawley	2 gymnasiums	1956	Mount Lawley
John Curtin	Hall	1955	Fremantle
	Gymnasium	(mostly Government money) 1961	
Hollywood	Hall	1969	Subiaco
Rossmoyne	General Purpose Hall	1968	Canning
South Fremantle	General Purpose Hall	1967	Cockburn
Como	General Purpose Hall	1969	Clontarf
Applecross	Gymnasium	1969/70	East Melville

QUESTIONS (5): WITHOUT NOTICE

1. RAILWAYS

Perth-Kalgoorlie Train: Refreshments

Mr. T. D. EVANS, without notice, asked the Minister for Railways:

Apropos his answer to question 5 on today's notice paper that tea, coffee, fruit cake, and biscuits were available to passengers, can he advise whether steps will be taken in future to augment the food items so available to passengers?

Mr. O'CONNOR replied:

Bearing in mind that the interstate train leaves at 8 o'clock in the evening it is anticipated that passengers will have eaten before embarking on their journey. Accordingly it is not considered necessary to make meals available on this train. If the honourable member would like any specific items provided perhaps he could let me know and I will consider the matter.

2. HEALTH

Cigarette Smoking: Hazards

Mr. BERTRAM, without notice, asked the Minister representing the Minister for Health:

Further to his purported answer to my question on the 6th August, 1969, in which he specified the main hazards alleged to be associated with cigarette smoking, will he now answer my question by specifying each and every one of the hazards alleged to be associated with cigarette smoking?

Mr. ROSS HUTCHINSON replied:

It is impossible to answer this question until the honourable member explains who made the allegations to which he refers.

3. PUBLIC WORKS DEPARTMENT

Reorganisation

Mr. TONKIN, without notice, asked the Minister for Works:

(1) Referring to his reply to question 19 on today's notice paper, is it likely that the proposals which are currently being considered for the reorganisation of the Public Works Department may be adopted this year?

(2) In the event of their being adopted, is it his intention to make the details known to the public?

Mr. ROSS HUTCHINSON replied:

(1) and (2) Yes, it is expected it will be done this year.

4.

HEALTH

Cigarette Smoking: Hazards

Mr. BERTRAM, without notice, asked the Minister representing the Minister for Health:

In order that the Minister may be able to answer the question, I refer him to portion of His Excellency the Governor's Speech, which appears at the foot of page 3 of *Hansard*.

The SPEAKER: The honourable member is asking a question which concerns a Minister in another place. I think he will have to place it on the notice paper.

Mr. Ross Hutchinson: There is an art in asking questions.

5.

EDUCATION

Resignation of High School Teachers

Mr. LEWIS: On the 23rd April, the member for Ascot asked the following question:—

(1) How many teachers resigned during the year 1968, and to date in 1969, from each of the high schools in—

(a) metropolitan area;

(b) country areas?

(2) Were there sufficient replacement teachers for each of the respective schools; if not, which schools are understaffed and to what degree?

This required intensive research. I have the answer, such as it is, from the department, and it deals with the resignation of high school teachers. The answer is as follows:—

(1) It is not possible to present the required information in the exact form in which it was asked.

Total resignations 1968—190 teachers.

Total resignations 1969 (to 5th August)—105 teachers.

(Note: These figures are for full time permanent teachers.)

(2) It is normal for the total number of teachers in a high school to be slightly above the calculated staff entitlement and, as far as can be ascertained, all high schools have their full quota of teachers at the present time. There have been instances of delay in replacing specialist teachers at short notice but high schools in this situation have not fallen below their calculated entitlement in terms of overall numbers.

ADDRESS-IN-REPLY: THIRD DAY*Motion*

Debate resumed, from the 6th August, on the following motion by Mr. McPharlin:—

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. BRADY (Swan) [2.42 p.m.]: As we all know, the Address-in-Reply debate gives members an opportunity to raise matters regarding their electorates—matters which they feel should be brought to the notice of the Ministers. I find myself in a difficult position today inasmuch as there are so many matters—

The **SPEAKER**: Order! There is far too much talking in the Chamber.

MR. BRADY: I find myself in the difficult position that there are so many matters requiring attention in my electorate it will not be possible for me to raise them in the one hour allowed to me.

The **SPEAKER**: The honourable member can speak for 45 minutes.

MR. BRADY: Thank you, Mr. Speaker.

MR. CRAIG: We might give you an extension.

MR. BRADY: That means I have to cut down by 15 minutes a prepared speech intended to last for one hour.

There are many matters one should deal with, and, in regard to the Governor's Speech, one could re-echo the sentiments of the Leader of the Opposition and say it is remarkable how many important matters were not dealt with but which should have been. There are one or two which are of more than passing concern to me, and I think they will affect every member in this House and every member of the public as the position deteriorates. I refer to the fact that His Excellency, in addressing members of the Legislative Assembly said this—

Transactions on the Consolidated Revenue Fund during the last financial year resulted in a deficit of \$1,056,000.

The balanced Budget as forecast earlier for 1968-69 was not possible, due mainly to award variations arising from the National Wage decision and a substantial reduction in Railway revenue because of a fall-off in wheat haulage.

I could mention other matters in the Governor's Speech, but I am amazed to find that His Excellency has attributed the difficulties in this State to increases in the national wage. I know of no instances of increases in the national wage being granted to the workers of this State which have contributed to the financial deficit. Yet that statement was made by His Excellency, and was given priority over other causes.

In my opinion, a statement of that kind is intended to deliberately inflame the passions of the community against organised trade unionism. I want to register my protest in this House, because it was not only mentioned by His Excellency, but also by the member for Mt. Marshall when he moved the motion for the adoption of the Address-in-Reply.

His Excellency could have continued to say that high shipping freights were creating difficulties for primary producers, pastoralists, and industry and commerce generally. His Excellency did not mention that hire purchase and credit dealing were causing difficulty; nor was any mention made of the interest rates charged by banks for the purposes of housing and hire purchase. No mention was made of professional people increasing their fees, or of the increased valuations of land and the high prices of land and houses.

No mention was made of matters which, to some extent, have come about through the fault of the Government. I refer to increases in taxes such as land tax, car licenses, drivers' licenses, and so on. One could go on mentioning many matters over which unionists have no responsibility, that have brought about difficulties. In many cases, these are the result of mismanagement and maladministration by the Government and its departmental officers who are primarily responsible to the Government. Therefore, as far as I am concerned, I felt I should clear up the statements made by His Excellency, the Governor and the member for Mt. Marshall when they referred to economic conditions.

When I commenced my speech I referred to the fact that His Excellency stated that the decrease in railway revenue was due to the fact that there was a fall-off in wheat haulage. That, in itself, is bad enough; and I hope the day will come when we will be able to get things on the move again.

What I am concerned about is this: there appears to be a general tendency for a great lessening in railway activities. The annual report is not available, although I think it should be at the time the Address-in-Reply is debated.

MR. O'CONNOR: It is difficult for this report to be out early.

Mr. BRADY: The Director-General of Transport and the M.T.T. have made their reports available and it seems to me that the Railways Department should be able to do likewise.

Mr. O'Connor: The activities of the Director-General of Transport and the M.T.T. are quite similar.

Mr. Jamieson: Use a computer.

Mr. BRADY: Even Commonwealth departments can get theirs out quicker than the Railways Department. What I am concerned about is this: the more one looks into the matter of transport, the more one realises that it is basic to the economic future of this State in regard to its being able to keep its head above water financially.

The position is that we now have the standard gauge railway operating, but the financial position is reverting to what it was in the years 1955, 1956, and 1957, when the railway deficits were quite considerable.

According to the quarterly report which the Minister laid on the Table of the House earlier this year it would seem that we now have \$223,892,000 tied up in the railways. That is near enough to \$224,000,000. This year, the railways have made a loss of \$2,275,782 which is a greater loss than recorded in the previous year.

The situation is going to get worse, particularly when we face difficulties such as not being able to shift the bulk wheat. We are committed to a 5 per cent. or 6 per cent. rate of interest on the money advanced by the Commonwealth Government for the construction of the standard gauge railway. It looks to me as though for many years we will not even be able to meet the interest payments, let alone depreciation.

I thought I would mention this aspect of our transport activities today because I feel we all have a responsibility to do something in connection with this matter. A Director-General of Transport has been appointed and we have before us his report for the year ended the 30th June, 1969. I want to give credit to the Director-General of Transport for the coverage he has given in the report in connection with transport generally.

Whilst giving credit to the Director-General of Transport for his forward thinking with regard to the transport position generally, I must say that I am disappointed with some of the forecasts contained in the annual report. To mention one in passing; certain freights are to be taken from the railways and handled by road transport.

Mr. Knox is a well-informed man and he has had a lot of experience. However, I feel that the Government has to give him some direction with regard to the protection of the railways and the revenue

derived from the railways, if the railways are to do what is expected of them. The Director-General of Transport also referred to the fact that the railways are, more or less, changing over to wholesale transport, rather than retail transport.

If thought is given to that statement it must be realised that this changeover is actually occurring now. I doubt whether we can afford to change over to wholesale transport as against retail transport at this time because of our responsibility to the State Government and the Commonwealth Government financially and because of the money which is tied up in rail transport as distinct from road and other forms of transport.

Mr. O'Connor: I agree with you on this matter.

Mr. BRADY: I am pleased to hear that the Minister agrees with me on this matter, and I think he will agree more and more when I analyse the position further. For some years I have been concerned to see wheat trains passing through Midland carrying 1,000 tons or 2,000 tons of wheat in 50-ton to 70-ton trucks. Those trains have passed through Midland on many occasions, and that situation is desirable when the harvest is being cleared and the silos are being emptied.

However, the appalling point is that those railway trucks go to Fremantle full of wheat and then return 200 or 300 miles empty. This is a new development; it was not always the case. Previously, when goods were transported through Perth to Fremantle on the 3ft. 6in. gauge line almost 100 per cent. of those trucks would return to the country laden with goods. A profit was made on both journeys.

What are we experiencing now? Not only is the profit from the railways being cut in half, but the tremendous railway capital expenditure involved is now lying idle. At present, the wheat harvest cannot be transported to Fremantle for export because the sales of wheat are not measuring up to what we would like to see.

I would remind the Minister that he is facing a big problem in regard to this matter but there is a way out. It is not a complete solution but it could help. The Railways Department should examine the bulk handling, or wholesale railway transport, and convert the railway trucks so that bulk goods can be carted back to the country from Fremantle. I envisage that one of the bulk goods would be superphosphate.

I know that the matter of bulk sales of superphosphate in the country has been thought about for years; and I believe that the time is now ripe—or overdue—for superphosphate to be transported to country depots rather than have hundreds

of motor trucks coming into the cities and provincial towns for superphosphate. During the season we see hundreds and hundreds of trucks coming down from places like Gingin and York for superphosphate.

That is one suggestion of how the situation might be overcome. If it is not overcome, then large amounts of money will be paid out in interest and the value will not be returned in the transport provided.

Mr. Craig: Would you take away the right of a farmer to cart superphosphate in his own road vehicle?

Mr. BRADY: From the city, in certain cases, yes, without any doubt.

Mr. Craig: The farmers will be interested to hear that.

Mr. BRADY: The farmers are already receiving a concession one way by the cartage of wheat on the basis I have mentioned where special provision has been made for them. They then want to be able to cart back to their farms the superphosphate, which could be a *quid pro quo*. We could be doing some of the farmers a favour because they face all sorts of problems with road transport and, we now have superimposed on those problems the Commonwealth main roads grants which are made in connection with road development.

Who is to find the money to keep the roads up to standard to allow the farmers to cart the superphosphate? The roads have to be kept in order and the railways have to be kept going. That is only one aspect. There is now another development. It was reported in one of the recent issues of a periodical, or it might have been in Mr. Knox's report, that new special trains are being developed for the cartage of bauxite. Consequently, there will be special trains for people who are doing a special job.

Mr. O'Connor: It is a question of the profit of operation.

Mr. BRADY: That depends upon whether the bauxite industry continues to develop as we hope it will, but what will happen to this capital expenditure if there are any difficulties? I understand the same thing will apply with nickel.

My object in mentioning these matters is to give the Minister warning that he must look at these problems and try to arrive at an answer whereby freight is obtained both ways. If this is not done the Government will be carrying the railways at a great loss for many years to come.

Mr. Court: Every one of these projects is worked out on a negotiated profit-making basis.

Mr. BRADY: Will the Minister tell me where the profit is in the handling of wheat which is left lying idle and cannot be used for a month or for six months?

Mr. Court: There would be if it was a normal season. It is the only possible way.

Mr. BRADY: The position should be worked out for abnormal as well as normal seasons.

Mr. Court: You are a defeatist.

Mr. BRADY: The situation may continue for many years.

Mr. Court: You are a defeatist.

Mr. BRADY: Yes, just as the Minister was when he was on this side of the House and criticising the Labor Government left, right, and centre on every move it made. If it was good enough when the Minister was on this side of the House then it is good enough now for us to point out weaknesses.

As I have mentioned, I am faced with many problems in my electorate. However, as I consider this is the major problem I thought I should mention it in order to try to get the members of the House and, particularly, the members of the Government, to realise the dangers of going over to wholesale transport. If one goes on the roads any day of the week one will see truckload after truckload of goods which should be carted by rail but which, instead, are being hauled on the road. Even today when I was coming in from Midland at half past one I passed half a dozen vehicles at least carrying anything between 30 and 60 tons each.

Mr. Craig: Did the member for Swan say 50 or 60 tons?

Mr. BRADY: Yes, on each vehicle.

Mr. Craig: Road vehicles?

Mr. BRADY: There were two overwidth vehicles about 30 feet and 40 feet in length. I thought they were bridges which were being taken somewhere into the country. The same sort of thing is going on with the timber industry. If one goes to the south-west one will see truckload after truckload of timber being hauled to the city to be cut down. All of these things should be carted by the railways.

The member for Toodyay will probably wish to bait me when I say that another factor is the haulage of stock. Every sale day, as well as the day immediately preceding the sale, stock is hauled by road over a distance of 150 to 200 miles. Why were the railways built? Why were the railway sidings put into the abattoirs and at country sidings?

Mr. Craig: Doesn't it save a lot of double-handling?

Mr. BRADY: The time is coming when farmers will have to look at the economics of the question and examine the so-called saving effected with the elimination of double-handling. There is the question of extra license fees, the building-up of roads, the necessity to have two or three vehicles on the farm, insurance to cover accidents,

and long hours, quite apart from the worry and trouble. When farmers take all these factors into consideration they are going to ask themselves whether it would not pay to have a lot of this work done by the railways.

So much for the overall picture with regard to the bulk handling of goods. I wish now to refer to passenger transport. Apparently, there has been a desire in recent times to improve the commuter system in the metropolitan area, but I consider it has not been improved. Instead it is going backwards. I travel home by train invariably because I do not think it is worth the risk to drive a car into town at present even though I have free parking.

Mr. Bickerton: Because of the .08?

Mr. BRADY: There are all kinds of "ometers"—such as amphotermeters and other "traffic ometers" but I prefer to travel by train. Several times last year I saw trains leaving Perth with people hanging onto straps and rails in the same way as they sometimes do when travelling on M.T.T. buses. I asked a question in the House to see whether something could be done to improve the service through providing seating accommodation for all people. I was told that the provision of such seating is not anticipated. It seems that the public must be prepared to hang onto rails and to anything they can get their hands on.

Does this represent a development in the system of metropolitan transport? I do not consider that people should be expected to commute on that basis. Some commuters are elderly and some are invalids. Further, some are shop assistants who have been standing behind counters all day. I do not consider they should be expected to go home in those conditions.

Mr. O'Connor: How much idle time would there be if we had sufficient seats to accommodate everyone?

Mr. BRADY: I am going to talk about idle time.

Mr. O'Connor: You have been complaining about idle time.

Mr. BRADY: I am only half way through my story. If the Minister will hold his horses I will give my testimony and he will have time to give his afterwards.

I consider that the removal of toilets from metropolitan stations has contributed to the depreciation of the railways as a public transport instrumentality. The removal of the toilets imposes a great ordeal upon elderly people, in particular, and even upon some young people. I hate to mention this fact, but I believe I must. Some of these railway shelters are now being used as latrines, because there are no suitable toilets on the stations to be used by commuters when they are travelling backwards and forwards. This is distressing to people who use the railways.

Further, it is distressing, when one knows, as I do, the many toilet facilities which were provided when the railway stations were built. Many of the stations have been closed and the toilets have been removed. Consequently, the position for railway commuters has been made more difficult. There are no doors on the shelters. Admittedly there is some sort of covering, but the wind blows through them. No facilities are provided; there are no telephones; in fact, there is nothing at all to encourage the commuters to use the railways instead of private road vehicles. People who teach others to drive realise this and, in fact, place their advertisements on the stations. It is funny to see an advertisement on a railway station, "Come to so-and-so to learn driving." Driving instructors can see that people are being driven off the railways rather than onto the railways.

If we wish to retain the revenue that the railways have earned in the past, I consider we have to look at the matter of providing amenities such as those I have mentioned just now. Even at the new Midland station, which cost \$500,000, there is no means whereby people can get warm in the winter. People come home at all hours of the day and night but they have to wait for connecting buses out in the cold. Even though the previous Midland station was 60 years old, there was a wood fire from which people could obtain some warmth until they caught their buses or until the trains departed. All this has been lost sight of. In other words, the economics of the railways are being run down, because the Government is not forward looking in regard to catering for commuters.

Mr. O'Connor: There has been an increase in passengers from the Midland area.

Mr. BRADY: The Minister says there has been an increase in passengers. I have looked into that point and the overall position is that there has been a decrease.

Mr. O'Connor: You did not listen to what I said.

Mr. BRADY: What did the Minister say?

Mr. O'Connor: I said that there has been an increase in passengers from the Midland area.

Mr. BRADY: I am talking about the State generally. Let me remind the Minister that the number of passengers who travel by rail, as well as the number who travel by road, is dropping.

Mr. O'Connor: This is the trend throughout the world.

Mr. BRADY: This is where the State has to be forward looking. It should be a State on the move and it should recapture some of the things it has lost. The Minister may not know that at the present

time the number of people who travel on the railways works out at about 9,500,000 a year.

In 1945-46, 18,000,000 passenger fares were carried by rail. So the railways are carrying a decreased number of passengers every year despite the fact that the expenditure on the railways has now doubled or trebled. I have only a little knowledge of railway administration compared with the knowledge of technical men who have letters after their names, but they are not practical enough in regard to looking at the efficient running of the railways on an economic basis. I have many matters I would like to raise in the House, but because of the numerous problems associated with rail transport, I feel I must speak on the subject of railways at length.

I want to comment briefly on questions that are being raised in another section of the railways. It is distressing to learn that the number of railways personnel is gradually being lessened every year. The figures for the March, 1969, quarter show a decrease of 113 in staff numbers. For the whole of the State the total number of staff has decreased to the figure of 11,136. Because of this trend I consider the Government is running into danger. The expenditure budgeted in the March, 1969, quarter on wages for mechanical labour staff was \$83,907 and this shows a colossal saving. The other expenditure in this field, which I assume was made on the provision of materials and goods, was decreased to \$140,000. That meant a total of only \$223,907 in expenditure for labour and materials necessary for rail transport.

The Minister may have an answer to that, and the answer may be that, in view of the anticipated drop in the transport of wheat by rail, greater expenditure is not advisable and it would be unnecessary to retain the full number of personnel in the various branches. However, despite this fact, in yesterday morning's paper one can see three large advertisements in which every branch of the railways is calling for applications to fill vacancies. The department needs tradesmen and personnel for the running staff, the traffic staff, and the locomotive staff, so it appears that the reduction in wheat transport is not the reason for the reduction in staff, although it could be.

What I am concerned about is that if all branches are not fully staffed and if there is a reduction in expenditure on the maintenance of the railways, the Railways Department will run into a great deal of trouble. In the Press recently I read a great deal of criticism about the time the trains are taking to run between Perth and the Eastern States, despite the new standard gauge line that has been put into operation in this State. The main bulk of the criticism is levelled against the time that is taken to run between Perth and Kalgoorlie. The speed of the locomotives

on this section is 40 miles an hour, which is ludicrous. After spending \$30,000 to \$40,000 a mile on the new standard gauge rail, one would expect these locomotives to be run at a much higher speed than 40 miles an hour between Perth and Kalgoorlie.

This fact conjures up in my mind the thought that because of the non-availability of permanent-way men the Railways Department is concerned about the condition of the track. The department probably has taken the view it is not up to the standard it should be, having regard to the fact that the locomotives are now being run under winter conditions. All these factors add up in the main. That is, if there is a drop in the efficiency of the mechanical section, in the railway workshops, and in the standard of repairs that are being effected to the rolling stock, the fact remains that all these factors must contribute to a reduction in the speed at which the locomotives must travel over the track. As a result greater costs will mount, and the Minister must keep all these things in mind otherwise it will be found that the Railways Department will be in the red to a greater extent than it is now. If that occurs it will be reflected in every other service in the State; they will suffer in turn.

The Ministers of all the other departments will be crying on the shoulder of the Minister for Railways and saying that he is responsible for the position, so it is up to the Government to consult the Director-General of Transport and point out to him that it is not happy with the overall situation and the sooner he tackles the problem and provides a solution to overcome the existing difficulties the better it will be for all concerned. The Director-General of Transport has plenty of scope. He not only has to keep in mind rail transport, but also the M.T.T., which is running in competition with the railways to some extent, and the road bus services, etc.

I feel quite sure that in the not far distant future all forms of transport will be brought under the one head. That seems to be the answer. It does not seem right to me to see 600 or 700 M.T.T. vehicles lying idle, very often, for two-thirds of their running time. I do not have all the financial figures before me, but just imagine buying at a cost of \$11,000 or perhaps \$20,000, a road vehicle capable of carrying 50 people and then operating it for only about five hours a day! We cannot conduct an efficient transport system on that basis.

Profits cannot be made when the vehicles within the system are being operated on such a basis, so we should look towards the day when we can dovetail all the services into one and thus achieve greater efficiency and greater economy. That is

why I have raised these matters, and I could continue for another hour speaking on various other subjects associated with the railways. However, I think I have convinced the Minister that he should look at these problems, particularly this principle of the Railways Department laying men off. Some employees have reached the stage of working for six and seven days a week and, instead of retiring at 65, are continuing to serve until they are 66 or 67 years of age. The ill-effects of continuing with such a policy will catch up with the Railways Department eventually.

I now wish to refer to a matter which was raised the other evening by the member for Belmont and the member for Victoria Park: the problem of air pollution that is occurring in the metropolitan area. I have had complaints about certain industries from many people. I do not want to be too harsh in my criticism of these industries, because I believe one of them at least is trying to do the right thing by trying to reduce the ill-effects from the great amount of dust, fumes, smells, and noise it is causing.

I have heard representations from the representatives of some of these industries and they tried to convince me that they are making an earnest endeavour to overcome the problem. One of these offending industries—a quarry—has adopted a new technique. It now commences its blasting, with the use of explosives, at 5.30 p.m. The vibrations caused by the blasting can be felt by people living four or five miles away.

I can feel the blasting vibrations from one quarry at my home, which is about four miles distant from the quarry site, and if this nuisance continues I intend to lay a claim for damages against the company that conducts the particular quarry. I have already approached two departments to make some attempt to overcome this problem, but the explosives still continue to be used.

There is another factor on which I wish to speak, and I will try to bovrilise my remarks. I point out that these complaints concerning offensive industries are being received from people all over the metropolitan area. The industries concerned include the cement works, joinery works, quarries, brickworks, abattoirs, and many other similar ones. In the early days such industries were situated in areas where there was no close residential development. At the moment there is a great clash of interests going on. In one district from which I received five complaints concerning the operations of one industry, the management of that industry and the responsible Government department said to me, "These people knew the industry was operating here before they came to live in the district."

That is not good enough. The super-phosphate industry is probably one of the earlier-established industries in my electorate. Up till about 18 months ago I received quite a number of complaints about the works, but these have eased off recently. Two of these works are situated in a very highly built-up residential area. I think it was last year that one of the works in the Bayswater area was permitted to carry out extensions to the tune of \$500,000 to \$1,000,000. To my way of thinking this is certainly not forward planning. It is surely not the right thing for us to be doing at this stage of our progress. I will bovrilise my remarks to some extent, but I do think it is high time we appointed a committee to look into the overall position.

THE ACTING SPEAKER (Mr. Toms): The honourable member has another five minutes.

Mr. BRADY: Thank you, Mr. Acting Speaker. I think it is high time that we in Parliament decided that these industries should not be established within 20 or 30 miles of the metropolitan area, because if the development that is taking place now continues in the next decade or two we will find that our residential areas are built out by factories, and the people living in those areas will be worried day and night—as they are now—by noise, fumes, dust, smells, and other difficulties associated with such industries.

Mr. Court: Are you serious about this?

Mr. BRADY: I am most serious about it. As Minister for Industrial Development, the honourable member should know that he is encouraging firms to establish their factories—and for this I give him full marks—but they should not be built alongside areas in which there are brand new houses. I would point out to the Minister that in one case a brand new hospital stands within 400 yards of such an industry. There is also a school in the vicinity. The Minister is permitting all this real estate development and factory development to continue in these residential areas.

Mr. Court: Is this a new industry or an old-established industry?

Mr. BRADY: It might be 10 or 12 years old. Can the Minister tell me whether that is a new industry or an old industry?

Mr. Court: It is reasonably old if it is 12 years old.

Mr. BRADY: Does the Minister want such conditions to continue to develop in the metropolitan area?

Mr. Court: I am asking you.

Mr. BRADY: No, I am asking the Minister, and he is avoiding the question. I know the Minister would not like to see such industrial establishments in his own

area. I am sure also that neither the Minister for Housing nor the Minister for Education would like to see such development in their areas.

Mr. Tonkin: The Minister for Industrial Development makes sure they do not go there.

Mr. Court: You have not answered my question.

Mr. BRADY: Does the Minister want to see such development take place in the Armadale area, in the Midland area, in the Belmont area, in the Bayswater area, and so on? If the Minister does I certainly do not and that is why I am on my feet.

Mr. Court: Let us have some logic in the matter.

Mr. BRADY: To my mind this matter of industries establishing themselves in residential areas ranks second in importance. As I said before the most important matter at the moment is the question of rail transport. I want to see the Government do something about these aspects. It is quite evident that the clean air authority is not functioning as it should. We find that its annual report consists of three-quarters of a page. We also know that 83 industries have sought permission to tip their waste into the river or elsewhere, and it seems likely that they will be given permission to do so. Surely that sort of thing does not build goodwill in the community.

I want something done about this. First, I want the Minister for Transport and Railways to realise the serious position into which his department is drifting; and, in the second place, I want something done about the nuisance of air pollution, about noise, about dust and fumes, and last, but certainly not least, about the pollution of the river that is taking place.

We find that even the doctors disagree as to whether or not animal bacteria upsets the balance of the river. I have read three separate reports from doctors and none of them agree. Some say that the river is not polluted by effluent from the abattoir, while others say it is. I am certainly not happy about industry, generally, using the river as a sewer, and I want something done about it.

MR. STEWART (Merredin-Yilgarn) [3.25 p.m.]: In my contribution to the Address-in-Reply debate I wish to speak on certain matters that affect my electorate and to express some concern and offer some advice on certain aspects to which I think the Government could give some time and thought.

We are all very concerned about the shortage of winter rainfall, particularly at this time of the year. A state of drought is rapidly being reached in a number of places. This is not general but, because of the vagaries of the rainfall, some areas are more affected than others.

Mr. Jamieson: You are not experiencing drought conditions, surely.

Mr. STEWART: Some areas are verging on that condition. In dry land farming this is always so, and we are affected at various seasons; sometimes by too little rain and at other times by too much. We experience these worrying times in most years.

I would like the Government to be prepared for these contingencies should they develop. To really appreciate the position we must know a little about the background of the industry, and I now speak of the eastern wheatbelt.

Because of the good price received for wheat over the past five or six years, farmers have maximised on their wheat-growing and minimised on their stock-raising—and I refer principally to sheep. This is probably so as a result of the much better prices the farmers receive per acre from their wheatgrowing activity.

With the oversupply of wheat quotas, however, it is possible that we will have a smaller quota in the future than we have had in the past and, accordingly, it is essential that we develop the sheepraising enterprise of the farmers and give them all the assistance we can.

One of the great difficulties being experienced is with the storage of feed. At the moment we have certain coarse grains, but things are getting very difficult in the areas in which they are being used. I would make the point, however, that there is a tremendous storage of wheat that could be utilised, if some way could be found to overcome the difficulties experienced by the Australian Wheat Board.

The point I would like to make is that the storage of feed is a natural insurance for the farmer in his stockraising activities. It is readily known that if a financial institution draws up a mortgage it requires the mortgagee to insure so that the transaction will be covered. In many instances, however, the farmers are covered by stock firms which require no insurance in the way of feed. Perhaps we should have a ton of hay or a ton of coarse grain for every 100 or 200 sheep.

Through the Minister, I would ask the Department of Agriculture to endeavour to emphasise this aspect of husbandry and to try to improve the position in the future, because when one is maximising on one's stock it is essential—because of the vagaries of the seasons—that such a scheme be implemented and carried forward to safeguard the stock in the future.

One of the difficulties of agriculture over the years has been the aspect of boom and gloom, and one of the difficulties of management is to ease the difference between boom and gloom. I would like the Minister for Agriculture to give serious

consideration to any improvements whereby wheat could be made available to farmers in the most generous terms possible should the position worsen and should they experience more difficult times.

The second matter on which I would like to say something is the very acute water position in these areas. Of course, some of the areas are covered by the modified comprehensive water scheme, but others are not. The Government has introduced a key dam scheme, but this is operative only in areas outside the modified comprehensive scheme. I am referring to districts which do not receive the average rainfall that areas in the heavier rainfall region receive. They rely mainly on rock catchments and on key dams. The definition of a key dam is one of 6,000 cubic yards capacity, and 16 feet deep. In the normal circumstances such a dam would be able to store sufficient water for two years. This is a particularly good scheme, and in my view it should be extended to centres inside the modified comprehensive scheme, as well as areas outside the scheme.

One of the difficulties in wet years is the water run-off in farming areas. This water runs off in the winter time, then in the summer time has to be piped back to those areas. Of course, these centres rely largely on the Mundaring water scheme; and this scheme now serves the higher rainfall areas. However, the electorate that I represent has to rely, in the main, on water catchments, on water run-off, and on dams.

A hydrological survey scheme has been put into operation. Under this scheme a person can have a survey made of his property at a cost of \$5 to determine the best place to bore for water. This scheme should be speeded up, especially as water is so vital in the areas I am referring to because of the light rainfall experienced this winter. This scheme should be developed more rapidly, and the surveys should be followed up with drilling teams where boring is considered to be advisable. I should point out that some areas are not suitable, and water will not be found.

Unfortunately the farmers only become really conscious of difficulties, such as a shortage of water, when the trouble is upon them. When they experience a series of wet years they are inclined to become superoptimists, and they think that wet years will carry on indefinitely. That is why some farmers today do not think there is a drought; they think that rain will fall, and so help them to overcome their difficulties.

Another matter on which I wish to make some comment is the mutton produced in Western Australia. In his Speech His Excellency said that there were 33,000,000 sheep in Western Australia. Last year an

inquiry was conducted into the supply and price of mutton, because trouble was experienced with the surplus of mutton in this State. I want to deal with the background to this problem, and with what is likely to happen in the future. The Merino sheep is a wool-producing animal. It has been developed from an animal which carried 2 lb. to 3 lb. of wool to an animal which today averages throughout the State 10 lb. to 11 lb. of wool. Of course, the animals bred in the large studs produce twice this quantity of wool.

We must consider what can be done with these animals when they reach five or six years of age. The water supplies are not fluoridated to prevent decay in the teeth of sheep; and when their teeth deteriorate the animals have to be discarded. The Merino is a good meat sheep, as well as a good wool producer; and if it is provided with adequate feed it puts on a good quantity and quality of meat.

There will be a tremendous surplus of mutton in Western Australia, and this surplus will build up in the years to come as a result of the Government's land policy. It is an old adage in farming that it takes five years to establish a pasture and ten years to make it produce. So, with the land now being cleared, there will be in 10 years' time a tremendous upsurge in the sheep population because, firstly, there will be the established pastures and, secondly, farmers will not be permitted to grow as much wheat as they have been in the past.

The question is what to do with this mutton. We find that no promotional scheme for the sale of mutton has been instituted. There has only been an inquiry into the price of mutton, and into the profits made; but no effort has been made to obtain new markets.

I believe there is a market for mutton, if this meat is promoted. One of the difficulties in disposing of mutton is its strong meat smell; and mutton is one type of meat which suffers from poor cooking. It is not popular, because nobody worries about the disposal of mutton or about the promotion of sales.

I draw attention to an industry in which promotion has been adopted to sell the product. I am referring to the wine industry of this State. A few years ago there were large surpluses of grapes, as a result of which steps were taken to promote the sale of our wines. Today the price of grapes is higher than it has ever been, because there is a demand for the wines produced from these grapes.

The same practice should be adopted in respect of mutton. I have said that mutton has suffered from poor cooking. I would point out that one section of our

community—I am referring to the shearers—has lived off mutton predominantly; and in its early history Australia was developed by people who lived off mutton. We should not be ashamed of the quality of this meat. There is a plentiful supply of it in Western Australia, and it has to be sold.

There is one particular flavouring that blends with, and is complementary to, mutton; that is, curry. The use of chutney and other condiments in the curry can disguise the flavour of many types of meat. There is a tremendous market in south-east Asia for mutton as the peoples of that region do not have sufficient meat or protein in their diet. Their traditional dish is curry and rice. As curry takes away the strong smell from mutton, a greater quantity of this meat can be sold to those countries if better promotion is carried out.

At the present time mutton on the hoof is selling at Midland at between 5c and 6c a pound. If the graziers can be given a guarantee of 10c a pound they will be very happy. Western Australia will be faced with a great surplus of mutton, but I am sure it can be sold because no other meat can challenge mutton at the ruling price. It is just a question of promotion to dispose of the surplus. I believe there is a tremendous scope for sales, if only greater interest is taken to develop the available markets. We will be faced with this problem, so why not tackle it now?

In the past the difficulty which faced farming was the battle of production; but today this battle has been won, and the problem is one of promotion. The sooner we grapple with this problem and solve it, the better for the farmers of this State, because there is a tremendous area in the drier regions where I can envisage no other type of production than wheat, sheep, and to a minor extent pigs. We have a surplus of mutton; there is hunger in the world; and it is our job to feed the people. Ways and means should be found to supply this meat from the producer to the consumer.

MR. BERTRAM (Mt. Hawthorn) [3.39 p.m.]: There has been in this House, particularly of recent times, a bandying around of the word "progress." In order to support this virtually meaningless term we very often hear a reference back to some almost prehistoric time, but mainly the year that seems to be selected is 1959. Of course, one does not have to look very far to find instances in which there is clearly a lack of progress; where there is a complete legislative vacuum; and where there is legislative inaction.

For some months past some comments have been made in the mass media about a certain subject, and then more recently an announcement was made by various

Ministers for Health, confirmed by what His Excellency said in his Speech—

Other legislation will include various Bills—

To amend the Health Act to make it compulsory for manufacturers to indicate on cigarette packets that smoking does constitute a hazard to health.

The Minister seems to be in some doubt about this judging from his disinclination to answer what appeared to me to be a simple straightforward question which anyone with ordinary intelligence could well and faithfully comprehend. In my view, this proposal constitutes nothing else but an insult to people who are in possession of the facts that cigarette smoking does have extremely adverse consequences upon the health of people.

This proposal means that there will be what is called a warning—which it is not—on cigarette packets and it will read, "Warning, smoking is a health hazard." I think the best description of this is to say that it is a piece of petty and quite puerile puffing. It is interesting to note that we will now be told that smoking is a health hazard. We will have changed our terminology. I suggest that instead of using words which are meaningful to the public, the word "hazard" will be used so no-one will understand what is intended by the warning.

It is sickening; and if this Parliament agrees to this proposal it will be responsible for promoting and permitting the continuance of unnecessary illness on a grand scale—the continuance of the process of life-shortening and, in fact, death. We hear so much about certain things because they are in the public eye. Therefore, the Government, having a very close ear to the ground plays up to the public and this sort of thing manifests itself in His Excellency's Speech—

The Government views with considerable concern the loss of life on our roads. The new measures introduced as part of its continuing programme to improve road safety are designed to reduce this toll.

However, there was no such introduction to the other question about which I have been speaking, which is far more serious, and indisputably so.

There is no question about it that the time for conjecture has long since gone; and anyone who puts up a proposition to the contrary is only wasting his time and is practising humbug. Road deaths are a mere bagatelle compared with the impact, deathwise and otherwise, of cigarette smoking on smokers.

It is not for me to seek to persuade members of this House that cigarette smoking is a health hazard. When this Government decides to do something about it, members can bet their boots

on it that cigarette smoking is a health hazard. On the other hand, there is no absolute proof of it; but when does one have absolute proof of anything?

Many people have been hanged by the neck for offences they were supposed to have committed on evidence far less than we have available to us today and which proves the link between cigarette smoking and ill-health. I will list the ailments later on. We cannot say that a person who has died from lung cancer has, beyond reasonable doubt, died as a result of cigarette smoking. However, we can say that almost without reasonable doubt—certainly beyond any balance of probability—a man has died when he would not have died had he not smoked cigarettes. That is the decision that has been reached.

I want to make the position clear that this is something which has been established and there is no need for the humbug warning to be placed on a packet of cigarettes. We do not know whether it will be on the top or the bottom or inside; and we do not know what its colour will be.

Sitting suspended from 3.45 to 4.5 p.m.

Mr. BERTRAM: Before the afternoon tea suspension I had made the point that it is quite unnecessary for me to satisfy members of this House that cigarette smoking constitutes a very real danger to those who indulge in it. I think it is desirable, nevertheless, just to get the message over, because it is perfectly apparent that people are not really aware of the dangers involved.

I would have thought it sufficient for a layman to work out for himself that if a person's lungs were supposed to be pink in colour and were found to be black as coke this would hardly be consistent with good health. However, for the stick-in-the-muds—and there are those to be found not far away—let us quote what King James I had to say in 1604 under the heading, "A Counterblaste to Tobacco." He said—

the "precious stinke" had become an outrageous extravagance and the autopsies performed on some notorious smokers revealed that "their inward parts were soiled and infected with an oily kind of soot."

So much for the layman's approach. I do not think he was regarded as an expert; but let us have a look at something a little more up to date. This may not appeal necessarily to members opposite, but being up to date it is certainly near and dear to those on this side. I am going to quote from *The Australian* of the 14th March, 1969, from what was said by Dr. Cotter Harvey who is the President of the Australian Council on Smoking and Health in New South Wales. All the Minister had to do, if I might disgress for a moment, was to have this and he would not have

had any great difficulty in listing a few more of the health problems resulting from smoking than he was able to do yesterday. However, the following is what the doctor said:—

Here are a few figures and facts. Cigarette smokers are:

Ten times more likely to die of lung cancer.

Six times more likely to die of bronchitis and emphysema.

Three times more likely to have a "heart attack" and twice as likely to die of it.

More likely to have cancer of the larynx, oesophagus and bladder.

More likely to have unsuccessful pregnancies and to have smaller babies.

More likely to have car accidents.

Overall, they have one third more illnesses than non-smokers. On average, heavy smokers have eight years shorter expectation of life than non-smokers.

"We can be certain," states Sir George Godber Chief Medical Officer of the British Ministry of Health, "that many more than 50,000 deaths a year in England and Wales are directly due to cigarette smoking" (a comparable figure to Australia would be 10,000).

That is 10,000 in Australia, apart from the road deaths about which we are not doing very much. The article continues—

"The proposition that cigarette smoking is hazardous to human health is no longer controversial. It is flat scientific fact." Thus the Surgeon-General of the United States, Dr William H. Stewart.

It goes on further—

Mr. Foley—

He is referring to the Chairman of British Tobacco (Aust) Ltd.—

—is playing it cool—

That is rather an apt term, if not a rather stupid one. To continue—

—repeating in effect what is now the parrot cry of the tobacco industry: "All that is needed is more research; meanwhile don't do anything."

Science may continue to probe the reason why cigarettes are the chief cause of lung cancer, why heart disease is so closely related to smoking: in fact, they have most of the answers already. But the period of smoking-and-health-controversy is over. There is no longer any doubt that cigarette smoking is a direct threat to the user's health.

I now wish to turn to another statement by a person of no less importance than Sir Macfarlane Burnet, Australian winner of the Nobel Prize for Medicine. According to an extract from *The Australian* of the 13th September, 1968, Sir Macfarlane said—

... smoking marihuana might be less objectionable than smoking cigarette tobacco.

Sir Macfarlane said marihuana should be got rid of while it was still possible. He branded cigarette smoking as a top lethal factor in modern society and condemned governments for not taking positive action to discourage it.

No other impact of civilisation had yet been shown to have such a drastic effect on reducing the expectation of human life, Sir Macfarlane said.

He told an audience of leading biologists and medical scientists at the Academy of Science in Canberra that the cigarette had been incriminated with quantitative precision.

He said: "Since 1950 it has become clear that cigarette smoking is almost wholly responsible for lung cancer. It causes even more deaths from certain cardiac diseases and is a highly significant factor in deaths associated with chronic lung incapacity."

He did not have very much more to say but coming from a man of his standing it is not for us to disregard his opinion. To continue—

Poverty, worry, urban stress, marital disharmony and overcrowding, noise, and air pollution might be responsible for medical and social evils, he said.

But none had been incriminated like the cigarette.

Sir Macfarlane, as president of the academy, was opening a two-day seminar on the effects of civilisation on human biology.

In an attack on lack of official action he said he was disillusioned and cynical over the prospects of action against other assaults on human welfare.

"My disillusionment springs from the failure of any significant action against the medical hazards of cigarettes," he said.

He said the crusade against the lethal effects of smoking, in which he and others had taken part, had been going on since 1955.

I have with me another quotation from the American Cancer Society. This information was published in *The West Australian*, of the 21st October, 1968. I read it simply because of its relevance to women. Statistics show that women are

being caught up in the cigarette-smoking situation with adverse consequences. The article reads as follows:—

The historically lower lung cancer rate among women was beginning to show a slow, steady rise.

This was a tragically ironic trend, because the figures showed a continuing victory over what used to be the most fatal cancer disease among women—uterine cancer.

I have with me another publication called, *Smoking and Health* and it is an extract from *Health Education for Secondary Schools*. At page 3, under the heading, "Increasing Consumption of Tobacco in Australia" the following appears:—

The table shows that, in Australia, cigarette smoking remained at fairly steady levels (except for a marked fall during the depression years) from 1920 until 1946. By 1948 consumption had increased by about 50 per cent. from the earlier years, by 1950 it had doubled. By 1956 it was about three times the rate before the war and by 1960 it was almost four times. It is still far below American consumption which for 1962 was 3,900 cigarettes and 10.6 lbs. of tobacco per adult member of the population per year.

This phenomenal increase in tobacco consumption, especially of cigarettes, is paralleled by the rise in deaths from lung cancer. (It must again be stressed that lung cancer is only one of the diseases with which smoking is considered to be associated).

Statistics then appear showing the deaths from lung cancer in Australia. In the year 1920 the rate per million was 11.90; in 1925, the rate was 11.69; and in 1945 it was 56.56. The last three years shown in the statistics are for 1955, 128.10; 1957, 145.42; and 1963, 194.28.

Dr. Henn: Is that per 1,000 of population?

Mr. BERTRAM: That is per 1,000,000 of population. The last figure I mentioned was for 1963, so it can be imagined what the figures are now.

On a matter of this sort, which deals directly with health, I think one can quote from *The Medical Journal of Australia* for the 11th January, 1969, at page 84. The article I am about to quote is headed, "The Australian College of General Practitioners, Smoking and Health." These are the experts, most of whom probably emanate from the establishment. I do not know. The article reads as follows:—

The following statement has been issued by the Committee in Preventive Medicine of the Council of the Australian College of General Practitioners.

Under date November 15, 1967, the General Secretary of the Australian Medical Association circulated to Branches and Affiliated Organizations copies of correspondence with the Secretary of the National Health and Medical Research Council, including a quotation from the Report of the Council's Sixty-fifth Session, which in part read:

There is overwhelming evidence that smoking causes increased rates of death in the younger age groups and also increased non-fatal illness. The main cause of excess deaths amongst smokers is coronary heart disease. The degree of risk varies with the amount smoked and is much higher with cigarettes than with pipes or cigars. For example, the United States Surgeon-General's second report on smoking states that the risk of dying for male cigarette smokers at any given age as compared with non-smokers is about 40 per cent. higher for less than 10 cigarettes a day, 70 per cent. higher for 10-19 a day, 90 per cent. higher for 20-39 a day, and 120 per cent. higher for more than 40 cigarettes a day.

It is now over a decade since the N.H. & M.R.C. first drew attention to the association between cigarette smoking and the increasing incidence of lung cancer and discussed possible measures of control. No effective action has been taken in the meantime, and the recommendations then discussed are as pertinent now as they were then.

Nothing has been done at all and people are dying. We are doing nothing except presenting to the public the proposal mentioned in His Excellency's Speech, to which I referred earlier.

Wherever one sees an inconsistency, whether in Government legislation or in any other field, if one is prudent one will look at the situation more closely to find out why the sudden departure. I ask: Why the sudden departure by the Government from what it did last year in regard to another matter of health?

Last year another health matter was brought here and debated, hour after hour. It concerned a certain group of people who practised a certain philosophy which was said to be a hazard to mental health. What were the statistics? Virtually none. We were told that over a period of 10 years something like 13,000 people were admitted to a mental home for treatment, 13 of whom had had a sojourn with the particular group to which I have referred. Of course, I refer to scientists. That was the sum total of the case. We heard a great deal of detail about another State but we were dealing with the situation

existing here. Members will recall the difficulty we experienced in extracting the information from the Minister.

Another health matter was fluoride. Great battles were fought but we now have legislation in this regard. The merits or demerits of fluoridation do not concern us at this moment, but the matter dealt with dental decay among children. It had nothing to do with death. I am now speaking on a subject relating to death, and not just health.

It is not for me to seek to persuade cigarette-smoking addicts to stop smoking. I could almost say—although I refrain from doing so—that they can smoke until they are black in the face. That is not my problem. I am not concerned either with those who smoke cigarettes for pleasure or for any other purpose, particularly adults. That is their problem and not mine. I am not wasting time on those people.

Dr. Henn: This is a Government problem?

Mr. BERTRAM: It should be. It is a fact, and people who do not have youngsters ought to know—and to those who have got youngsters it is obvious—that youngsters follow adults, especially leaders in sport.

Members of this Chamber have some responsibility not to be the medium for encouraging people to smoke cigarettes—that is, if we are serious about the statistics. If we are not, then we ought to be. I will not waste my time on that score.

What I am concerned about, and what I hope every other member of the House is also concerned about, is the brutal assault that is being made against youngsters. All members know to what I am referring; namely, the endless publicity, the advertising, and the money that is being wasted in encouraging young people to smoke cigarettes. It is the young people about whom I am concerned. Make no mistake about that.

It seems to be extraordinary that parents who try to inculcate a certain line of conduct in their children have to face up to a barrage from irresponsible bodies who have no limits to their purses as far as doing this type of thing is concerned. It is an uneven, stupid battle, and one which I do not condone. I do nothing to promote it and I would like it to discontinue.

The sort of measure that was forecast by His Excellency is one which brings this Parliament into contempt and ridicule. On the 31st July, 1969, the very day this session of Parliament opened, an item appeared on the "Today Tonight" programme. I appreciate this programme, because it is excellent. Young people appeared in person and expressed their reasons for not being very impressed with the Parliament and the way it functions. They gave their reasons. I consider the

real reasons are that they feel there is an ineptitude in the Parliament. We choose to do nothing when we should do something. We choose to act inconsistently in the way I have mentioned in the brief time at my disposal. We fiddle instead of acting. We refuse to lead when there is an obvious need to lead, and there is an obvious need to lead in the matter I have mentioned. This is why we lose the confidence of these people.

This century has been referred to by some as the century of the cigarette. I have already mentioned the king-sized assault which is being made upon the public, and particularly upon our young people, the consequence of which is an established flow of sickness and death. I repeat: I am concerned about young Western Australians who are not yet smoking but who, on the statistics, most certainly will be smoking shortly unless other members of this House and I do something about it.

First of all I take the view that there are hundreds of thousands of parents of children who are not particularly enthusiastic about their children taking on this habit. This applies whether the parents are smokers or non-smokers. That is another argument which I make.

I also say that if young people were acquainted with the stark facts associated with cigarette smoking and could be protected from the chronic brainwashing to which they have been subjected and will continue to be subjected, it is my belief that their common sense would prevail and they would avoid cigarette smoking like the plague.

I repeat—and I would not mind repeating it indefinitely in order that the message may be got home—that we have an unmistakable duty to do something. Our job is to see that not one more Australian than is absolutely unavoidable is hooked on cigarette smoking.

Have members ever directed their minds to the calibre of the men behind this sort of situation? I refer to the people who are selling cigarettes; to the manufacturers who are keeping up this war and selling their product. They are knowingly doing this and they have more knowledge on this than I have without a doubt. What manner of men are they? I will leave it to members to answer that question. They are merciless; they are immoral or amoral, because what they are doing is completely unconscionable.

Mr. O'Neil: I thought you were going to leave that to our imagination.

Mr. BERTRAM: I came to the conclusion that would be unwise, because it is quite obvious to us from time to time that imagination is not one of the Government's strongest points.

Mr. Tonkin: You can say that again!

Mr. BERTRAM: Another factor is that we are subjected to a malaise whereby we, in Western Australia, cannot do anything until we get approval from the wise men in the east. We are like the little child who is just learning to cross the road; he must not take a step until he holds mother's hand. This is the analogy.

We all know that on certain matters common sense demands that the States shall act in unison, or not act in unison. However, this is one of those cases where uniformity is completely unnecessary. We should show a little initiative and have the courage of our convictions; we should not allow ourselves to be geared to the slowest State. That is the malaise to which I refer.

How could the States act in unison on this matter? One has only to consider that Victoria and Queensland are tobacco-growing States. Quite obviously neither of those States would do a great deal to assist us on this matter. In fact, I am told that elections have already been won because the Liberal Party in Queensland used cigarette smoking as a lever to get votes out of the tobacco growers in Queensland.

On this occasion, we should not gear ourselves to the slowest State. We should not be like the little child who has to hold somebody's hand because he does not have initiative or confidence in his own ability to do something or stand on his own two feet.

We should go further and we should encourage the Commonwealth Government to act in respect of television and radio advertising. If the other States, or the Commonwealth, are not prepared to go along with us then I say that we should go it alone. In the short space of time I have been in the House I have said on a number of occasions that it escapes me from a logical standpoint—although there are other reasons which I understand—why we do not learn from the experience of other countries with regard to many of the things we seek to do in this State.

For example, there has been a battle going on in the United States for years on the question of cigarettes. It is not unfair to refer to the United States, because of a factual report which was published in *The West Australian* on the 31st October, 1968. It says—

Tests on 13 brands of Australian-made cigarettes have shown that 11 of them have a tar content above a "tolerable maximum" according to a report by the Victoria anti-Cancer Council.

As I understand it, tar is the main agent of the ill-health to which I have been referring. It says—

The tests were made by the Department of Chemistry at Monash University under a research grant for the

council. Announcing the result of the tests to-day, the council said "Tar is the part of the smoke on which most suspicions had fallen. It contains a number of well-known cancer causing agents. The tests showed that Hallmark cigarette with myria filter had the lowest tar content of 7.1 milligrammes. Phillip Morris (regular) has the highest with 32.3 milligrammes.

The tar content table of the 13 brands is given but I do not think there is any point in quoting the table seriatim. They all range from 7.1 milligrammes to 32.3 milligrammes. The method used in the test is the one that was used in the United States. Once again, it is fair and proper that we should use the experience of the United States to advance our own situation.

Continuing to quote—

Method.

The council said the method used to establish the tar content was that used by the United States Government's Federal Trade Commission.

Ignoring most of the comments expressed, I quote a small segment of the article as follows:—

The anti-cancer council says that tests made about a year ago showed that the average tar content of Australian-made cigarettes was about 40 per cent. higher than American cigarettes.

So we need to weigh up, quite significantly, the American findings on cigarette smoking in order to bring them into balance with our own miserable situation, do we not? In 1965, notwithstanding that millions and trillions of packets of cigarettes are sold in the United States of America, that country introduced an Act to regulate the labelling of cigarette packets and for other purposes. Under the heading of "labelling" section 4 of that Act reads as follows:—

It shall be unlawful for any person to manufacture, import, or package for sale or distribution within the United States any cigarettes . . .

That Act was passed on the 27th July, 1965, but faded out, according to a determination made under section 10, on the 1st July, 1969.

However, we all know that in recent times the matter has been taken up by other people in the United States. Reading briefly from an article published in *Time* of the 18th July, 1969, under the heading of "Tobacco" the following appeared:—

Blackout. The National Association of Broadcasters' self-policing TV and radio "code-review boards" proposed that the industry begin a gradual phase-out of cigarette commercials over a three-year period starting next

January, and eliminate all cigarette ads by September 1973. Adoption of the plan by the full N.A.B. is only a formality. The N.A.B. program would affect the three TV networks and about 400 independent TV stations, as well as 6,272 radio stations that subscribe to the N.A.B. code. Many of the non-code stations, which account for 36% of TV and 64% of radio stations, would follow. A complete blackout would mean the sacrifice of some \$300 million a year in broadcast ad revenues—about \$200 million by TV alone, which depends on cigarette commercials for 11% of its advertising.

Do we need any further evidence to support a case that we should do something about the problem of cigarette smoking and not just fiddle with it?

The SPEAKER: The honourable member has another five minutes left.

Mr. Craig: Just time for a smoke!

Mr. Williams: Does the member for Mt. Hawthorn still smoke?

Mr. BERTRAM: I have already referred to the warnings that have been given as being petty and puerile, because one finds it difficult to describe them in any other way. Let us have a look at what was reported in an article published in 1966. It is headed, "Smokers in U.S. Scorn Warning." The smokers treated it with contempt, in other words. This article reads as follows:—

Washington, Friday. — American cigarette smokers who reacted sharply to the Surgeon General's cancer report in January, 1964, are ignoring the new "caution" note which started to appear on each packet this year.

Then it goes on to give certain other statistics which I urge members to read if they desire to acquaint themselves with what happens to be a national emergency.

The other interesting feature is this alleged warning on cigarette packets, which I was commenting upon before the afternoon tea suspension. What is the position to be? Is it now intended that a young fellow shall go into a shop and ask for a packet of cigarettes and then carefully do what nobody else does; namely, read what is printed on the packet? He does not know where to look for the warning and so, completely inconsistent with an ordinary person's conduct, this young fellow will then take it into his head to check the packet of cigarettes in order to read the warning. I would have thought that if he knew there was a warning on the packet he would not buy the cigarettes; but he must buy a packet of cigarettes before he is able to read the warning. Further, having read the warning, will he return the cigarettes to the retailer and ask for his money back?

Mr. Lapham: No, he can give them to me.

Mr. BERTRAM: He certainly will not get his money back. Apparently the other intention is that we will allow the cigarette manufacturers and retailers to phase out their stock. They are in the position that they have not much wealth and so we have to allow them to get rid of their stocks first before a ban is placed on smoking! The classic term, or the impressive jargon that is used for this operation is "phase out."

The practice is that we do not negotiate with negligent drivers, we deal with them; and we do not fondle scorpions, if we have any sense. We do not say to a counterfeiter, "You have a pile of counterfeit money and we have now caught you, but you had better get rid of it first before we prevent you conducting further counterfeiting."

I ask members to get up and explain why cigarette manufacturers or retailers should be allowed to phase out their stocks before placing a complete ban on cigarette smoking, because if they can make an explanation in regard to this matter I am sure they will be able to explain away anything. There will be those who will say, "Leave it to the Commonwealth to attend to this matter," but a Commonwealth Minister has already said it is a State matter, which is very similar to a statement that was made in reference to another situation with which we were faced about two years ago.

Whilst they are doing their best in the circumstances, another ludicrous situation is that officers of the Education Department are going around lecturing to school children and issuing a few paltry pamphlets in an endeavour to discourage children from smoking. How stupid can one get?

It is quite serious. What do we expect from children when they see this sort of thing going on in the community? It is only a pity that they would not be entitled to think we are clowns and completely irresponsible! If I have not placed sufficient evidence before the House to show that a ban should be placed on cigarette smoking, I never will.

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

MR. T. D. EVANS (Kalgoorlie) [4.38 p.m.]: I would like to speak on another lung-killing disease which is a real health hazard and one that is considered to be far less frightening by some members in this Chamber, possibly including myself, but one which is of more serious import to goldminers resident in my electorate than even cigarette smoking, deadly as it is said to be by the member for Mt. Hawthorn.

I refer to that lung-killing disease pneumoconiosis, commonly known as silicosis. I refer also to the measures which are available at law to compensate a worker who, as a hazard of his occupation, has become disabled by this lung-killing disease.

As you will be well aware, Mr. Speaker, the principal section of the Workers' Compensation Act provides that where a worker suffers personal injury arising out of, or in the course of, his employment, and such injury has occurred as the result of an accident, then, subject to certain conditions, he shall be entitled to payment of workers' compensation within the meaning of the first schedule to the Act.

Where a worker incurs a dramatic physical injury it is quite an easy matter to determine whether this injury resulted first of all by way of accident—and if it was dramatic the task is made much easier—and whether the injury was caused as a result of, arising out of, or during the course of the employment of that worker.

But where a worker, having been exposed for great length of time to a lung-killing disease of the type to which I have referred, becomes disabled and is unable to earn wages and is ready to be thrown onto the economic scrap heap unless the Workers' Compensation Act makes some special provision, it would be well nigh impossible to determine whether this worker's condition, or lack of condition, for work could be said to have arisen out of, or in the course of, his employment or, for that matter, whether it was personal injury by accident.

This special provision to which I refer appears in section 8 of the Workers' Compensation Act and it provides that where a worker is disabled from earning full wages under certain conditions then the disablement of that worker shall be deemed to be the happening of an accident. That is to bring that worker within the provisions of section 7, the principal section of the Act to which I earlier referred.

This provision which relates industrial diseases of the type known as silicosis to the principal section of the Act is contained, as I mentioned, in section 8. It has been said by no less a person than one of the law lords of the House of Lords that section 8 itself provides a code in which one expects to find, and should find, all the provisions relating to the law of compensating persons who suffer from diseases of gradual onset caused by work conditions.

The terms "dust" and "dust money" may have a strange sound to members of this Chamber, but to miners on the goldfields they have a very real significance. Subsection (1a) of section 8 of the Act provides in effect that where a worker is

disabled from earning full wages by reason of suffering from, or his death being caused by, pneumoconiosis and the disease is, or was, due to the nature of any employment in which the worker was employed at any time prior to the date of disablement then, subject to certain conditions, the worker shall be entitled to workers' compensation.

Up to 1964 a worker who suffered from a very common pulmonary disease known as chronic bronchitis was not able to qualify for compensation for any defect in his lungs brought about by this malady as it was noncompensable.

Since 1964, however, it is provided that where a worker, after the coming into operation of the 1964 amendment, is found to be suffering from silicosis in association with chronic bronchitis then he shall, for the purposes of this Act, be deemed to be suffering from pneumoconiosis and is to be dealt with in the same manner as a worker suffering from pneumoconiosis without complications arising from chronic bronchitis.

I come now to the crux of the matter: the provision in the Act which processes the claim by a worker suffering from pneumoconiosis. In subsection (1d) of section 8 we find that—

Whenever a claim is made by a worker for compensation under subsection (1a) or (1c) of this section—subsection (1a) relates to workers who suffer from pneumoconiosis uncomplicated with chronic bronchitis, and subsection (1c) relates to a worker who has silicosis in association with chronic bronchitis—

—the question of the worker's condition and fitness for employment—two separate matters—

—shall be referred, by the Registrar,—that is, the Registrar of the Workers' Compensation Board.

Members will note with interest that the section provides that the claim shall be referred—not met—by the Registrar of the Workers' Compensation Board to a medical board. The subsection then sets up the machinery for this medical board and details who the personnel of the board shall be, together with their qualifications. It then states—

and the question of the worker's condition and fitness for employment shall be determined by, or by a majority of, the Board—

that is, the medical board—

—whose determination shall be final, conclusive and binding on the worker, on his employer and on any tribunal hearing a matter in which any such determination is relevant.

The second point I would like to emphasise is that the function of this medical board is quite clearly stated by the Legislature to be one of compulsion; its duty is a mandatory one. The question of the worker's

condition and his fitness for employment "shall" be determined by, or by a majority of, the board.

In the light of these legislative provisions I would like to refer to a letter over the hand of the Registrar of the Workers' Compensation Board dated the 16th April, 1969, addressed to the secretary of the Australian Workers' Union, 113 Newcastle Street, Perth. With your approval, Sir, I would like to quote this letter because I feel each point is very significant to what I have to say. The letter states—

Pneumoconiosis Medical Board.

The high percentage of unsuccessful new claims for compensation for pneumoconiosis is causing considerable concern. It is apparent that many claims are purely speculative and are being made by persons leaving the mining industry and with no indication that they are suffering or likely to be suffering from the disabling effects of pneumoconiosis.

The Pneumoconiosis Medical Board is not intended to cater for initial diagnosis but to make a final and authoritative assessment of the disablement caused by the disease.

I pose this question: On whose authority does the Registrar of the Workers' Compensation Board state that this medical board is not intended to cater for initial diagnosis? I would point out that the decision of this board is final and binding on all the parties concerned, therefore at no stage whatever can the opinion of some other medical practitioner be allowed or countenanced.

I ask members to have regard for the point I have raised: that the subsection provides a mandatory provision that the function of the board is to determine the worker's condition and his fitness for employment. The letter goes on to say—

The State Government Insurance Office form 31, which is required by that office to be completed by all claimants for compensation for industrial disease, at paragraph 2 (a) requests details of notifications under the Mine Workers' Relief Act. In the past where this question is unanswered the insurer has accepted that there has been no such notification. Following discussions with the insurer, it is understood that in future where this clause is not answered the form will be returned to the worker for completion.

I claim that this paragraph is a direct piece of contempt of the legislation to which I have referred. In the past it has been understood that where a worker has made a claim, the claim was referred to the insurer of the last employer who employed the worker. The insurer then referred this claim to the registrar, and by virtue of the subsection to which I have made reference the registrar referred it to the medical board.

Now we find that unless the worker states whether he has or has not been notified of having this disease under the Mine Workers' Relief Act—which is a different Act—then his application is returned to him. I would like to ask: On whose authority is this being done?

Mr. O'Neill: Have you asked the Chairman of the Workers' Compensation Board about this?

Mr. T. D. EVANS: I have not had the opportunity. The letter goes on to state—

If there has been no notification under the Mine Workers' Relief Act a worker will be required to supply a radiologist's or chest physician's report as to his condition.

Again I would ask the Minister: On whose authority is the registrar making this request?

Mr. O'Neill: I am the Minister in charge of the Workers' Compensation Act, but not of the Workers' Compensation Board. I suggest you discuss these problems with the chairman of the board.

Mr. T. D. EVANS: I am asking the Minister whether he can enlighten me on this point: On whose authority does the registrar purport to issue this instruction?

Mr. O'Neill: You should ask the registrar. Why ask me?

Mr. T. D. EVANS: I will ask the registrar when I have the opportunity.

Mr. O'Neill: On whose authority do you ask me, "On whose authority does the registrar issue this instruction?"

Mr. T. D. EVANS: I can read an Act of Parliament, and I assume the registrar can also do that. Possibly he has read more into the Act than it contains.

Mr. O'Neill: I suggest the proper course for you to take is to discuss this matter with the person who wrote the letter, or with the chairman of the board. You should not bring it up out of the blue.

Mr. T. D. EVANS: The report establishes that in cases of accident or disease the worker will be afforded the usual examination. But, if not, the inference is that the application is to be rejected; yet the section states that when a claim is made by a worker it shall be referred by the registrar to the medical board, and that it is not subject to certain conditions. Does the Minister condone people breaking or bending the law in this matter?

I would now like to mention another question which is causing some concern on the goldfields; and I refer to what might be said to be the case of one person jumping another person's mining claim. The regulations under the Mining Act provide that a person wishing to take up a small area of land for the purpose of testing its mining potential shall be given the right to apply for the land; and if

the application is granted the claim can cover up to 24 acres, which is the usual area that is granted. This is known as a prospecting area.

The intention of the regulations is that a person can apply for a prospecting area, and hold it for 12 months. He can then apply for an extension for a further six months, but no longer. At this point he can surrender the area and reapply for it. The intention is to give the prospector an opportunity to test the potential of the land, and if he finds it worth while then he is expected to apply for a goldmining lease over the area.

Like all mining tenements, the regulations and the Act require the area to be worked under certain labour conditions. Regulation 10 made under the Mining Act provides that *bona fide* work in prospecting must be carried on over the prospecting area for gold or minerals, other than coal, on every working day of every week after 10 clear days of the date of registration.

It has become the unwritten law on the goldfields that people wishing to carry on prospecting, particularly for gold at a time when there is a very depressed market for this metal, may work during the week in the mines or elsewhere but must devote the weekend to searching for gold. These people have become known for many years past as weekend prospectors. It has been the unwritten law and the tradition on the goldfields that where a weekend prospector holds a prospecting area but is unable to work it within the meaning of regulation 10 on every working day of every week, his claim is sacrosanct and cannot be jumped by anybody else.

Over the years this position has remained almost intact, and the tradition has been almost sacrosanct. There have been occasions when people have applied for an area on the ground that the weekend prospector had failed to maintain the labour conditions; and on very rare occasions the mining warden has forfeited a prospecting area for a breach of the conditions. However, such forfeitures have been very rare indeed.

Recently an application for the forfeiture of a claim was lodged in the warden's court in Kalgoorlie. To the surprise of a great many people, and to the disappointment of the prospector concerned, the warden actually forfeited the prospecting area. The weekend prospector claimed that he had not been able to maintain the labour conditions, because he was working during the week as a miner and was devoting his weekends to prospecting.

The warden held that just because this person was a weekend prospector was not a good and sufficient cause for him to dismiss the claim for a forfeiture of the area. In so holding the warden was quite correct, because on his construction of the

regulation if it was intended to regard a weekend prospector as being able to do *bona fide* work it would have stated so. But the regulation also provides that a warden may dismiss an application for the forfeiture of a claim on good and sufficient cause being shown by the holder of the claim.

In this case the warden made this finding: the fact that the prospector was only a weekend prospector was not a good and sufficient cause to protect the prospecting area. The warden went on to say that he sympathised with weekend prospectors, and that they had done a lot of work on the goldfields. However, he agreed with counsel for the applicant for forfeiture that the regulations were outdated, and it was up to the Government to change them. Of course these regulations are outdated, and it is high time they were changed.

To this end I addressed the following question to the Minister representing the Minister for Mines on Tuesday last:—

What action, if any, does the Government intend to take to amend regulation 10 of the regulations under the Mining Act so as to afford protection from forfeiture for *bona fide* "weekend prospectors"?

The reply of the Minister was—

In the light of a recent forfeiture claim, regulation 10 has been examined and it has been decided not to make any change in the regulation at least for the time being.

That is ludicrous. Will the Minister recommend a change in the regulations? He might not be prepared to do so for the time being; but I ask him how many forfeiture claims will have to be lodged and approved by the warden before he can be steered into some form of activity.

The Minister continued—

Although prospecting areas are required to be worked in accordance with the regulations under the Mining Act, if the holder is unable to comply with the regulations, there is provision for him to apply to the Warden's Court for exemption from labour conditions, which can be up to a maximum of six months.

Applications for forfeiture, in regard to areas held by the type of operator referred to, are not generally practised and the position will be watched.

I agree that these claims have rarely been countenanced in the past. When they are lodged they are very seldom approved by the warden, but it seems that on this occasion one was successful.

I trust the Minister will not only watch the position, but will do so very closely, and soon. I support the motion.

MR. FLETCHER (Fremantle) [5.4 p.m.]: I notice in the final paragraph of His Excellency's Speech he had this to say—

I now declare this Session of Parliament open and trust that Providence may bless your labours.

I join with him in expressing the same sentiments and hope that we legislate on behalf of the man in the street, because he does not seem to be getting a great deal of help from the Government.

Also the Governor had this to say in his Speech—

Western Australia's population now exceeds 939,000. The increase last year of 4.3 per cent. was more than twice the average for Australia. Almost two-thirds of the gain came from migration.

When I came to work out the relationship between 939,000 people and the area of Western Australia—I understand this to be approximately 1,000,000 square miles—it seems that we have in excess of one square mile of area per person.

Despite this, we have a situation where multi-storied units are being built on pocket handkerchief sized blocks of land throughout the metropolitan area. This is having the effect of driving a section of the 939,000 people into inadequate housing which is being built by the private sector, of which this Government is so proud. The private sector is building these dog-boxes, comparatively speaking, in which people have to live and for which exorbitant rents are charged, rents that are far beyond the capacity of the average person to pay. In addition, young families are not welcome. A bond is also demanded to ensure that damage is not done to a property; and invariably, when people decide to leave, the bond is not returned to the tenants on the ground of some hypothetical damage to the premises. This is nothing more than a racket.

In the area of East Fremantle, which is a very desirable part of my electorate and in which people pay high taxes—as was mentioned by my leader the other evening—flats which are a disgrace to architects are being erected. There is one building in particular to which the people of East Fremantle take exception. It is situated on Canning Highway in close proximity to the building occupied by the local authority. A special ratepayers' meeting was held recently because people are taking exception to this type of building and they requested the local authority to use every endeavour to see that no more flats of this type are allowed to be built.

I drove past this particular building for my own edification and quite frankly I thought I was back in Singapore where similar ugly buildings are erected row upon row. The only difference I noticed between this building and those in Singapore, Hong

Kong, and Asia, is that the laundry in those places is hung on poles protruding through windows. However, in the case of the local building I noticed grey blankets hanging over balustrades and balconies. It is deplorable to think that in a State as big as Western Australia, that type of building is allowed in this locality.

Another paragraph of the Governor's Speech reads as follows:—

A major continuing need in our rapid growth situation is housing. The building and construction industry is experiencing the highest level of activity in its history. With a record of more than 16,000 houses and flats completed last year, the rate of growth of home building in this State is more than twice the national average.

I deliberately read that paragraph because included in the 16,000 houses and flats is the type of building to which I have referred.

I have mentioned before that in parts of my electorate houses are being pulled down and duplex homes erected on the sites. For each individual unit anything up to \$25 a week is being charged. This might be the privilege of private enterprise—to charge these prices—but it is certainly hard on many of the people in the lower income bracket in this State.

I would like to change the subject temporarily. If I have time I will come back to housing later. There is a reference in the Governor's Speech to a matter which touches members of the Country Party and country people generally. It reads—

Another record wheat harvest of 112 million bushels was achieved last season. The build-up in Australian wheat stocks and falling demand overseas has made it necessary to introduce wheat delivery quotas for the 1969-70 season.

The State's sheep numbers now exceed 33,000,000 and last season a record 358,000,000 pounds of greasy wool were produced.

This subject concerns me because even though I am a metropolitan member I am very conscious of the huge contribution which the pastoral industry makes to the economy of the State. I am concerned when any impact is made on that economy not only because of its effect on this State, but also its effect on Australia as a whole. My concern now is levelled at the difficulty experienced in disposing of our wheat.

With regard to sheep numbers, I noticed in the Press of recent date that something like 25,000 tons is required to satisfy this year's American quota. This is another

matter of concern because our economy will suffer as a result of the consequent impact on the pastoral industry. Our economy will be deleteriously affected. The fact that we will be obtaining some royalties from the export of iron ore will not compensate for the advantages we will lose as a consequence of less trade through the pastoral industry.

Without wishing to buy into the fight the Country Party has on its hands, I would like to say that I believe that Trade Minister McEwen did his best overseas to bring about a situation of sanity when he asked America, Canada, and other wheat-exporting countries, to honour the I.G.A. (International Grain Agreement). Quite frankly, I do not blame the other protagonist who is in the House of Representatives. No doubt he can see political advantage in taking his present attitude on behalf of those he represents. After all he must concern himself with retaining his seat. However, I do think that the Deputy Prime Minister, while overseas, did attempt to advantage Australia by trying to encourage those associated with the agreement not to abrogate it. I noticed that the American giant did in effect start to sell at rates under those agreed upon.

I am not an authority on the subject and I do not want to become involved in it. I merely wish to illustrate my point that I do not like the economic situation which is developing as a consequence of the effect of the export of wheat and meat.

I have noticed other aspects of the Governor's Speech to which I would like to refer, but in view of the limited time at my disposal, I think I should deal first with things which touch my electorate. This is the purpose of the Address-in-Reply debate. To get back to a subject we discussed last evening, I received correspondence from the Teachers Union, correspondence which was no doubt received by all members in this House. It reads—

For your information I enclose a copy of letter dated May 5, 1969, sent to the Minister for Education. Any assistance you may be able to give us in this matter will be appreciated.

Those on this side last night attempted to assist the school teachers. An amendment was moved but, unfortunately, it was not carried. I did not have an opportunity to participate in the debate last night, so I desire to have a few words to say on the subject now. The Minister will be aware of the contents of the correspondence sent to us. It contains four main paragraphs the first of which reads as follows:—

The figure of over \$60 per week has been quoted as being the average wage for workers in this State. This is over \$3,000 per year, considerably more than a teacher receives after five years of secondary and two years of tertiary education.

Let me say that the figure quoted has been \$68 per week, and not \$60. This figure has been quoted as being the average weekly salary. No doubt even our salary must have been included in order to arrive at a figure of \$68. The average is nothing like that, and it is unfair to quote a figure of \$60 or \$68 as being the average wage. The letter continues in paragraph 2 to deal with the difficulty being experienced by the department in retaining sufficient staff. The third paragraph deals with the falling morale of the service, while the fourth paragraph reads as follows:—

Our reason for bringing this forward at the present time is that we are aware of the number of resignations from the service in the first term of this year and we are also aware that very shortly the Premiers' Conference will determine the allocation of state funds. We want your Premier to be well advised of the needs of Western Australian education.

Mr. Lewis: What were those figures of salaries you mentioned earlier on?

Mr. FLETCHER: The Minister should remember what was in the letter because he received a copy. A figure of over \$60 a week has been quoted as being the average for workers. It is stated in the letter that this is over \$3,000 a year, and it is stated also that that is considerably more than a teacher receives after five years' secondary education and two years of tertiary education. I do not want to get involved with the Minister on this—

Mr. Lewis: Just as well.

Mr. FLETCHER: —because I have matters which touch on the John Curtin High School, which I wish to raise. I thought things were going reasonably well in Fremantle until I received a shock of which I would like to inform the Minister and the House. I received correspondence from the school.

Mr. Bickerton: What is the name of that high school?

Mr. FLETCHER: The John Curtin High School. It is not the Ben Chifley Club or anything of that nature; it is the John Curtin High School. It is a splendid school, with a splendid name and a splendid record, and it is one of those in my electorate which I am happy to represent. The John Curtin P. & C. Association addressed a communication to me, but I will not read it in its entirety because part of it is repeated in a letter to the Minister.

I regret the need to read correspondence but, after all, members do not want to listen to the opinions of the member for Fremantle. They may be interested in listening to the views expressed by those he represents.

The SPEAKER: The member for Fremantle is supposed to be able to put in his own language what is in that letter.

Mr. FLETCHER: Very well. I heard the word "bovrilised" used earlier, and I will very briefly attempt to do the same here.

The association addressed a communication to the Minister for Education when it discovered, through the principal's report, the loss of the senior master in mathematics. A replacement from the Education Department was unavailable and this situation was created half-way through the first term. The principal was forced to rearrange the teaching staff at the expense of the students who had settled into their routine for the year.

That information came as a considerable shock to me. I think that you, Mr. Speaker, will permit me to make known in detail the concern of the parents. Their letter reads as follows:—

The feelings of our Association are that the Department should make every effort to improve teaching conditions as follows:

- (a) The conditions covering teachers' employment with emphasis upon salary ranges and housing in country areas to be such as to attract to the profession persons with academic qualifications.
- (b) The minimum course for training teachers in all types of schools be three years.
- (c) The entrance to Teachers' Training College be raised to matriculation standard for teaching in high schools but not necessarily for primary teaching.

I then wrote back to the secretary and included a copy of my letter to the Minister. I thanked the secretary for his letter and I noted the concern of the committee. I said that I hoped my letter did not give the impression that I was attempting to secure any political advantage. I stated that to my mind the position transcended politics, and I repeat that statement in this House. I would like the Minister, and the more responsible members opposite, to listen to what I had to say in my letter.

Mr. Bovell: We are all ears!

Mr. FLETCHER: I said that I would be frank and I admitted that if we were in Government our Minister would experience similar difficulty in a similar situation if starved for educational finance from a Federal source. I know that I am sometimes thought to be a partisan. To return to my letter, I said that a letter to the Minister seemed the only way open to me to comply with the request. I pointed out that being in Opposition we were not responsible for the situation that existed.

I wrote to the Minister and included a copy of the letter from the secretary of the parents and citizens' association. I stated that as the parliamentary member

for Fremantle I was gravely concerned to see "The" senior high school of the area, if not of the State, disadvantaged by the loss of senior staff to avocations made more attractive than teaching by better pay and conditions.

I also stated that while I conceded that it might not be the Minister's fault, personally, that education was not given a higher priority in the allocation of finance, I did blame the Federal Government for a lack of sense in that respect and the State Government for not being publicly critical of the Federal Government regarding expenditure of taxpayers' money in less worth-while directions than education.

In the final paragraph of my letter to the Minister I said that in the interests of the school in question, and the State school system in general, greater pressure from our State should be put on the Federal Government for sufficient finance to permit the Education Department to pay salaries and provide conditions more attractive to the teaching profession.

Mr. Bickerton: Did you get a reply from the Minister?

Mr. FLETCHER: Yes, I received a reply. Whilst I could not declare that it was satisfactory, the Minister stated that the prime reason for the loss of the senior mathematics master was that the master wished to improve himself professionally, and the loss was not for reasons of salary although, in effect, he would be receiving a higher salary which is paid to lecturers in tertiary institutions.

There is a slight contradiction there I must admit. I note that in his correspondence the Minister was deeply concerned—with the member for the area—at what had happened.

I feel that a State or country will be great, or otherwise, in direct proportion to the percentage of the gross national product which is spent on education. There is a responsibility on this Government to tell the Federal Government that we are not satisfied. In fact, the Government should join with us in expressing concern to the Federal Government.

I wrote back to the secretary of the parents and citizens' association and enclosed a copy of my letter to the Minister. The final paragraph of my letter reads as follows:—

It is my opinion that the survey alluded to will reveal only what is already known and will further demonstrate that remedial action should have been taken at a State and Federal level, prior to the present overall unsatisfactory situation developing.

Mr. Bickerton: After that, did the Minister capitulate?

Mr. FLETCHER: No, he did not. The Minister referred to a survey but I have here details of a survey carried out by the Teachers Union. The survey showed that Western Australia had 105 unorthodox classrooms which were being used in Western Australian State schools. The union completed the survey with a 96.6 per cent. return of the questionnaires which were sent to all State schools.

Mr. Lewis: I suppose they would include the demountable classrooms in the unorthodox classrooms. Such classrooms would be unorthodox.

Mr. FLETCHER: All sort of rooms are being used which are not suitable, and classes are even being held outside of the classrooms.

Mr. Lewis: Did you say the figure included demountable classrooms?

Mr. FLETCHER: I do not know.

Mr. Lewis: They are not orthodox.

Mr. FLETCHER: The Minister has a department to defend and, quite frankly, I do not blame him. I am quoting what a very responsible body has discovered.

Mr. Lewis: Fair enough; I am trying to gauge how fair the survey was and if it included demountable classrooms.

Mr. FLETCHER: The Minister put his case last night.

Mr. Lewis: I am trying to get the information.

Mr. FLETCHER: The Minister is trying to take up my time and I will be criticised for protracting my speech. I know that everyone wants to get away as soon as I have completed my speech.

Mr. Bickerton: An unorthodox classroom is one which is unorthodox.

Mr. Lewis: You are interfering with the speech being made by the member for Fremantle.

Mr. FLETCHER: I expect interjections from the opposite side of the House, but not from my own side. I hope the honourable member will get the message!

I have in my hand something that is very pertinent today. It is a cartoon which appeared in the *Daily News* recently and all members saw this cartoon.

Mr. Lewis: What is it?

Mr. FLETCHER: It is the F111 plastered with Australian dollars. Earlier, I mentioned the need for priorities. I hope members will see the relevance of this. Certainly Rigby did in the *Daily News* of the 3rd July, because he has depicted the F111 plastered with Australian dollars.

Mr. Lewis: Is that coming our way?

Mr. FLETCHER: The cartoon depicts the Prime Minister wheeling up another barrowful of money. There is a great heap

of money on the ground. Another heap is being brought up in huge trucks. An F111 is shown falling apart in the sky. Probably it was on its way to America with Australian dollars. How can anyone support this policy? This cartoon illustrates Labor's criticism of the way in which public money is spent. I consider it would make a better submarine than an aeroplane judging from the number which have dived into the sea. Labor, on a State and Federal basis, has criticised the F111 for many years and now the chicken is finally coming home to roost.

Mr. Bickerton: To roast, you mean?

The SPEAKER: What has this to do with the Governor's Speech?

Mr. FLETCHER: I suspect it has come home to roast, Mr. Speaker. I know I am deviating somewhat from my subject matter. However, a Federal election was won through the Menzies Government pretending to save Australia with this obsolete and inefficient bomber.

The SPEAKER: Order! This has nothing whatever to do with the Governor's Speech.

Mr. FLETCHER: I hope that I have made my point. I was saying that an election was won through the medium of the F111, and an attempt will probably be made by the present Prime Minister to win another election by getting Australia off the hook as regards the F111.

I set out to say that the necessary finance to ensure the welfare of the Education Department and of other Government departments should come from a Federal source. This money should come to assist this State and it should not be senselessly wasted in the way I have just mentioned.

I wish now to give a few illustrations of housing problems. I will not speak at length but one or two matters must be mentioned. I have a few Press cuttings here of what Mr. Hannaford had to say. However, this subject was thoroughly dealt with last night and again in this evening's paper. By and large, Mr. Hannaford seems to think that blocks of land are far too expensive. He considers that they are approximately \$3,000 overpriced in the metropolitan area. I notice he is President of the Housing Industry Association and I also notice the reason for his visit to Perth. He said that if building blocks were cheaper housing would be brought down to a price within the range of the low-income earner.

That section of the community covers the people with whom we on this side of the House are principally concerned. Members on the other side of the House might assert that they, too, are concerned with that section, but they are victims of their own economic policy simply because they

believe in the freedom of private enterprise to build houses, and they permit any rent to be charged. There is no rent control. I have spoken on this subject in this place on an earlier occasion and, at the time, I advocated controls. A certain TV station came along and interviewed me on the steps of Parliament House. The camera was working and my comment was recorded.

Mr. Craig: That is a break.

Mr. FLETCHER: Yet, nothing was seen of the member for Fremantle on that television station and none of his words were quoted by it.

Mr. Craig: Perhaps you broke the camera.

Mr. FLETCHER: I made a reasonable contribution.

Mr. Ross Hutchinson: That is very disappointing.

Mr. FLETCHER: I was not disappointed that I did not appear on television, but I am concerned that what I had to say was not heard by the community.

Mr. Lewis: Still, your picture looked good.

Mr. FLETCHER: I do not believe I am photogenic and that had nothing to do with it.

Mr. Lewis: I saw an improvement.

Mr. FLETCHER: I wish to mention two or three cases in particular this evening to illustrate my point in connection with the acute housing problem. Rather than read out all the particulars I will make them known to the House in a rather disjointed way, just as I took them over the telephone, or as I wrote down details at an interview. They are as follows:—

Name: Manfred Gath. Mr. Gath was living with his mother at No. 6 Fourth Ave., Shoalwater Bay. He lodged an application for a house two years ago. He was previously a tenant at Wundowie where his rent was taken from his pay. Yet, he was subsequently accused of being in arrears. He does not know how he could be because the money was taken from his pay. He was removed from the emergent list. He asked the reason, but the lady at the inquiries counter did not know.

I come now to the pertinent section; namely—

He has a family of three who are living at three different addresses.

I hope the Ministers, in particular, will listen to what I am saying. I repeat: three members of his family are living at three different addresses.

Mr. O'Connor: All children?

Mr. FLETCHER: To continue—

The baby is with the mother-in-law. The wife is with a sister, and Gath, the applicant, is with a friend. He

asked me to reply to 46 Millroy St., Willagee. He was evicted by a bailiff, because the landlord wanted 74 Hampton Rd., Fremantle, for a tenant who was able to pay higher rent.

That is why Mr. Gath contacted me. He was quite simply kicked out of his accommodation. This is the type of thing which members on the other side of the House condone. It is wrong to help oneself to the pockets of those who cannot afford to pay on behalf of those who do not really need it. It is against this type of thing that we on this side of the House constantly strive.

I shall mention another case, which is as follows:—

Name: Rodney Bickford. The application came from 76 Garling St., Willagee. He lodged an application roughly six years ago. He shifted to 76 Holland St. He shifted from a flat to Kondinin, to help a farmer, presumably, because of the house that came with the job in the country area. He filled in another application in 1968, because the application lodged six years ago was declared invalid. He went to Wedge Island to cray-fish and used to come home to spend time with his children at 76 Garling St., Willagee. He has three children, one boy and two girls, who are aged 6, 4, and three respectively. An inspection was made at Garling St., after the June, 1963, application was lodged, but no help was given. There was no fence at that address and a child was killed because of this. It was not one of his children but one of the children who lived nearby. He shifted from there to 17 Mansard St., Riverton where there were 11 people in a three-bedroomed household. He shifted because a new baby arrived to one of the ladies in the house. He is now at 64 Davilak Rd., Hamilton Hill. He is living virtually in a wash-house. Actually it is an out-house with a kitchen and washroom. He is living on the same premises as his mother-in-law. The family sleep in one bedroom of the house. The wife has had a nervous breakdown. Mr. Bickford is working at Anchorage Butchers and cannot afford to pay high rent because he earns \$50 a week.

These are cases which actually exist and it is the Opposition's responsibility to make them known to the House. I have mentioned two cases, but I shall mention a third, as follows:—

Name: John Williams. Mr. Williams was at Point Walter when he lodged his application for a house on the 11th August, 1966. His present address is 33B Conway Drive, Davis Park. The Immigration Department requested

him to move. He has five children, and he has given his file number. Four children are sleeping in a back bedroom. There are two girls aged 14 and 12, a boy aged 10, and a baby. He visited the State Housing Commission one month ago. He was told that the applications for four-bedroomed houses in the Fremantle area had been dealt with up to April, 1966. Mrs. Williams claimed that a neighbour who had arrived in July, 1966 had been already housed.

Told Mrs. Williams had made a mistake. Told her she had 15 in front of her on list.

She received letter on the 23rd July stating that the State Housing Commission is helping those who made application prior to May, 1965.

Did members opposite hear what the Leader of the Opposition had to say yesterday evening when he commented that he was certain that people who lodged applications for homes in 1965 are still waiting for accommodation? I heard him say that, but the members opposite conveniently forget.

I had now better refer to the Governor's Speech because that is the reason I am on my feet. In his Speech the Governor made reference to migrants and the need for accommodation for them. I will read, briefly, the correspondence I received on behalf of Mr. John G. McCallion and family of 14b O'Reilly Drive, Davis Park, regarding their application for assistance lodged with the commission. Part of this letter reads as follows:—

At this point in time the Commission is dealing with applications lodged prior to the 30th April, 1966 and I regret I am not in a position to advise when the Commission would be in a position to offer assistance to the family.

At this stage I would just like to point out that in the previous case the application had been lodged as far back as 1965. The letter I received on behalf of Mr. McCallion was dated the 13th February, 1969, and was as a result of a letter which I received from this constituent of mine which reads as follows:—

I am in receipt of your letter of the 14th inst. accompanying the reply received from your enquiries, on behalf of my family and myself, to the State Housing Commission.

He then went on to thank me sincerely for the great effort I had made on his behalf. This is the portion of the letter to which I would draw the attention of members opposite, including the Minister for Immigration. It reads as follows:—

I would advise you that because of the current housing situation in Western Australia it is my intention of removing to South Australia at the end

of this month. I feel that I can no longer subject my children to living in an area such as this, and feel that they will have more chance of a happier and more suitable upbringing in an area where at least a comfortable home can be made for them.

Once again sir I thank you for your efforts and remain.

Yours faithfully,
John G. McCallion.

The SPEAKER: The honourable member has another five minutes in which to speak.

Mr. FLETCHER: Which is just sufficient time for me to conclude my remarks. I must use this time to advantage because I wrote to the Minister for Immigration stating that I had attached a photostat copy of correspondence relevant to the housing problem of Mr. J. G. McCallion and family. The letter then went on to set out the historical background of this migrant and the members of his family and to say that, as they were accommodated in transitional housing, vacant possession of the premises was desired by the Department of Immigration by the end of December, 1968. I also pointed out to the Minister that my assistance had been sought in an effort to prevail on his department to obtain adequate accommodation consistent with the ability of this large family to pay. That is the whole sum and substance of the matter.

In this letter I also mentioned the following facts:—

Mr. McCallion is a fitter with the P.W.D., and already has extreme difficulty on his award wage to maintain a wife and six sons, ranging in age from 13 years to 5 years. There are only 2 bedrooms and a sleepout at the present address. One lad is an asthma sufferer.

As housing to accommodate a family of this size cannot be found, despite the best endeavours of this family, I should be grateful if your Department could investigate the circumstances, with a view to satisfying the need.

I received the following letter in reply from the acting private secretary to the Minister:—

I have been directed by the Hon. Minister for Immigration to advise you that enquiries are being made into the housing difficulties being experienced by Mr. J. G. McCallion and family, referred to in your letter of the 17th February.

Further information will be forwarded as soon as enquiries are complete.

Let me inform the Minister now that he need not proceed any further, because this man and his family have since gone to South Australia.

Mr. Bovell: What was the date of that letter?

Mr. FLETCHER: The reply I received was dated the 18th February, 1969, and since that date Mr. McCallion and members of his family have moved to South Australia.

If the Government is keen to attract migrants to this State it should make houses available to migrant families, such as this one, and so encourage them to remain here. Mr. McCallion is a qualified tradesman whose services could have been used to assist in keeping the wheels of industry turning in this State. He has six sons who I am sure would have contributed to the economy of this State, but because of the lack of suitable housing, where is he now? He has moved to another State.

On the 8th April the publication of a leading article reflected the concern of the newspaper by referring to the failure of the State to make the most of the skills possessed by qualified migrants, and to their loss to the State because of the lack of housing. The article is certainly a worthwhile contribution to the efforts that should be taken to overcome this problem. It is not often I agree with the comments expressed by the Press, but I certainly agree with what was said in that leading article. As I have only touched on the fringe of the subject I will deal with it at greater length in the further contribution I will make to the debate on the Estimates.

Debate adjourned, on motion by Mr. Grayden.

House adjourned at 5.47 p.m.

Legislative Council

Tuesday, the 12th August, 1969

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

QUESTIONS (17): ON NOTICE

1. RAILWAYS

Proposed Wood Chip Industry at Diamond

The Hon. V. J. FERRY asked the Minister for Mines:

Would the Minister please consult the Minister for Railways and advise in respect to the proposed establishment of a Wood Chip Industry at Diamond, south of Manjimup—

(a) in view of the relatively low limitation of tonnages per train carried on the existing rail track from Diamond to Donnybrook, has the Railway