

Mr. T. W. Meharry, Chief Geodetic Surveyor and Inspector of Plans and Surveys, Survey Division, Lands Department;

Mr. J. Gibson, Assistant Under-Secretary, Chief Secretary's Department;

Mr. G. Cooper, Senior Inspector, Public Service Commissioner's Office; assisted by the Acting Government Astronomer (Mr. B. Harris)—

sought, in the course of its investigations, the advice of Professor Bok and Dr. A. R. Hogg of the Mt. Stromlo Observatory, and others, and finally decided upon a site in close proximity to the first site selected. This site comprises portion of lots 791 and 792 and is portion of State Forests Nos. 7 and 22, and is 2½ miles east of Bickley townsite.

A sum of £40,000 has been provided on the Loan Estimates this year for the commencement of the new Observatory, and planning is now under way for the necessary buildings. The Main Roads Department engineers have visited the site and road alignments have already been worked out. It is expected that the capital cost of the new project will be in the vicinity of £125,000.

In this transfer there will be some initial disturbance of existing services; but in view of the nature of the projects which are to be undertaken in this area in relation to the Government offices and the switch road, and the importance of these projects in major development of the city, this is considered to be justified and cannot be avoided. The time-signalling apparatus will continue to function without any disturbance whatsoever.

The Minister for Works has informed me that the total Government offices building project will cost approximately £2,500,000, of which £1,600,000 is proposed to be expended in the present financial year. So members will see the need for the great urgency in the commencement of the building, and I hope that an expeditious passage will be given to this measure.

In conclusion, I would emphasise that the land within the composite reserve will be available for the use and requirements of the Government.

Debate adjourned, on motion by Mr. Hawke (Leader of the Opposition).

House adjourned at 8.2 p.m.

Legislative Council

Thursday, the 8th August, 1963

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

QUESTIONS ON NOTICE

1. *This question was postponed.*

SOUTH BEACH

Siting of New Railway Installations

2. The Hon. R. THOMPSON asked the Minister for Local Government:

With reference to the reply to my question on Tuesday, the 7th August, 1963, regarding reclamation work at South Beach, when, is it considered, will a decision be made in the siting of railway installations in this area?

The Hon. L. A. LOGAN replied:

The matter is being studied by an interdepartmental committee. There are a number of technical problems involved and a decision cannot be made until the committee's report has been received and studied.

KALGOORLIE MINERS

Examinations by Kalgoorlie Hospital Medical Officer

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

(1) How many examinations of miners have been carried out during the previous three years under the direction of the Medical Officer, Kalgoorlie Hospital?

Number Suffering from Silicosis and Associated Diseases

- (2) How many miners in each of the years were found to have silicosis and/or tuberculosis, emphysema, bronchitis?

The Hon. A. F. GRIFFITH replied:

1) 1960—5,759.			
1961—5,755.			
1962—5,760.			
2)	1960	1961	1962
Early silicosis—			
Previously normal	50	54	50
Previously early silicosis	473	479	469
Advanced silicosis—			
Previously normal	Nil	Nil	1
Previously early silicosis	5	13	10
Previously advanced silicosis	Nil	Nil	Nil
Silicosis with tuberculosis—			
Previously normal	2	2	1
Previously early silicosis	9	3	5
Previously advanced silicosis	Nil	Nil	Nil
Tuberculosis	3	3	1
Emphysema	Records not kept.		
Bronchitis	Records not kept.		

STANDARD GAUGE RAILWAY

Route to B.H.P. Sites

4. The Hon. F. R. H. LAVERY asked the Minister for Mines:

With regard to the proposed standard gauge railway through the Cockburn and Kwinana Shire Districts—

- (a) What is the final route to the B.H.P. sites?
- (b) Would it not be economical to follow the route of the already existing line?

Effect on Naval Base School

- (c) Does the proposed line encroach on the Naval Base School?
- (d) If the reply to (c) is "Yes", and the school will have to be shifted, to whom will the cost be apportioned—the Railways Department, the Education Department, or the Main Roads Department?

Plan of Route

- (e) Could a plan of the route be made available to the House?

The Hon. A. F. GRIFFITH replied:

- (a) The final location of this section of the standard gauge route has yet to be decided.
- (b) On economic grounds, as well as for other reasons, it is considered preferable to avoid the major portion of the existing route.
- (c) Present indications are that the route will not encroach on the Naval Base School.
- (d) Answered by (c).
- (e) Answered by (a). When a final location is decided upon a plan of the route could be made available.

COOLGARDIE-ESPERANCE ROAD

Widening

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

Is it the intention of the Government this financial year to widen the bitumen road between Coolgardie and Esperance, particularly where the shoulders are badly worn, leaving the road narrow in many places?

The Hon. A. F. GRIFFITH replied:

This is a work of considerable magnitude and, on account of high priorities elsewhere in the area, must be spread over a period of years. However, substantial funds have been provided on the department's current programme of works for the widening of sections of this road.

6. This question was postponed.

SCHOOL-LEAVING AGE

Prosecutions, etc.

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

- (1) If a child who has turned fourteen years of age is able to obtain employment, will he be allowed to leave school before the end of the year and thus avoid the competition of children with Junior and Leaving Certificates seeking jobs at the same time?
- (2) (a) Have there been any prosecutions involving children leaving school before the end of the year in which they attain the age of fourteen?
- (b) If the answer to (a) is "Yes"—
- (i) how many cases were there; and
- (ii) what fines and costs were involved in each case?

The Hon. A. F. GRIFFITH replied:

- (1) Yes, if the employment is suitable and if, in the opinion of the Minister, his best interests would be served.
- (2) (a) Yes.
- (b) (i) Three, and one pending.
- (ii) In one case £2 fine and 8s. costs, and the other two cases were of boys who refused to attend school and they were committed to the care of the Child Welfare Department.

METROPOLITAN REGION SCHEME*Land for Open Spaces and Roads*

8. The Hon. H. C. STRICKLAND asked the Minister for Town Planning:

On what number of lots in each instance did the authority base its estimated costs for—

- (a) acquisition of land for regional open space—£2,250,000; and
(b) acquisition of land for regional roads—£2,546,000

as stated on page 46 of the Metropolitan Region Scheme Report, 1962?

The Hon. L. A. LOGAN replied:

- (a) and (b) Estimates which the authority's report emphasised were in broad terms only were not based on numbers of lots. In the case of open space, estimates were based on the areas involved, and in the case of roads on chainage.

LAW COURT AT BROOME*Reduction in Status*

9. The Hon. H. C. STRICKLAND asked the Minister for Justice:

If it is a fact that he has decided to reduce the status of the law court at Broome and thereby further depress the importance and economy of that town, will the Minister explain to the House which changes have taken place—or are contemplated—and then give his reasons for such action?

The Hon. A. F. GRIFFITH replied:

No reduction in status has taken place or is contemplated, although the better court and accommodation facilities at Derby have lately been utilised.

A new residence for the magistrate is being constructed at Broome and consideration will be given to improving the existing court facilities at Broome.

RESERVES BILL*Standing Orders Suspension*

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [2.47 p.m.]: I move—

That so much of the Standing Orders be suspended so as to enable a Bill for "An Act to cancel Reserves Nos. 3421 and 3495 classified as of Class "A" and to create Reserve No. 26741 for the purpose of the use and requirements of the Government and classify it as of Class "A" to be taken on receipt of a Message from the Legislative Assembly and to have precedence each day before the Address-in-Reply, and to be passed through all stages at any one sitting."

I gave notice of this motion yesterday and I will now explain briefly to the House the reason for it. I was not sure—and now I am still less sure—that its purpose would be availed of today, because the Bill is still being debated in the Legislative Assembly. The Government is anxious to have the Bill, to which the motion refers, passed as soon as possible. Whether it will reach us today I could not say, but even if it does I will not use the permission granted by the House to suspend Standing Orders indiscriminately. In any case, I am sure the House would not allow that.

It may be that in the course of handling this Bill the suspension of Standing Orders will not be necessary, and in that event I prefer not to avail myself of it. However, in view of the importance of the Bill, the House could agree to the motion in the event of the Bill being brought forward today.

Question put and passed.

ADDRESS-IN-REPLY: SECOND DAY*Motion*

Debate resumed, from the 1st August, on the following motion by The Hon. A. R. Jones:—

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

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

THE HON. W. F. WILLESEE (North) [2.50 p.m.]: I would like to offer my congratulations to the two new members who have been elected to this Chamber. The Hon. J. Dolan bears a name which is well known throughout Western Australia, and I wish him success in his parliamentary career. The Hon. D. P. Dellar is equally well known in his area on the goldfields where he has built up a great record as an athlete; I similarly wish him success in his parliamentary career. Both these members follow very distinguished members of this House, and I feel sure they will emulate their predecessors very successfully.

It was of interest to me to read in *The West Australian* of the 16th July, 1963, that many of the West Australian statutes and enactments were to be overhauled, brought up to date, and made easier to read and understand than they are at

present. Many of our Acts are outmoded, and it is a matter for congratulation that this task is to be tackled, so as to put in simple language the laws of the State, and have them brought up to date.

Together with many people, I attended the opening ceremony of the Ord River Dam at Kununurra. It was a day for congratulations all round in view of what had been achieved through feats of engineering, road construction, and establishment of farms. Up to date the problems have principally been surmountable, because of the exactitude of engineering and the allocation of the required amount of money in given quantities. The great "if" in this venture now lies with the responsibilities reposed in the farmers who will have to prove its economic success. I am sure everyone in Australia wishes them well. One feels that the farmers cannot be allowed to fail; they must be given all the technical help that is available from Government departments and, if need be, they must be given every financial assistance by the Government, because on their shoulders rests the entire responsibility for the success of the scheme.

As a result of the facilities provided by the research station it has been known for some time that certain crops can be grown at Kununurra, but there remains the fundamental application of practice whereby good hard money is paid out and taken in. It is only with a farmer trying the venture out on this basis that the success of the scheme can be determined. The settlers have a great responsibility, because their operations in future will determine the success of the dam project and the settlement of more farmers in that area. Together with other people I wish the first settlers infinite success.

On Tuesday last I asked a question relating to the jetty at Broome, and the reply was that a submission for financial assistance for the building of the port had been made to the Commonwealth Government but as yet no decision had been received. I feel sure that, in view of the high and consistent maintenance costs, the time is fast approaching when it will be a sound financial proposition to build a new jetty altogether out of the moneys allocated for maintenance from the revenue of the Government.

This is an old jetty and must have reached the stage where, irrespective of how much money is spent on pile driving and maintenance, it does not serve the required purpose. So I suggest, if the submission to the Commonwealth Government fails in this instance, it would be feasible for the State Government to utilise the equipment available from the Harbours and Rivers Department to construct a new jetty at Broome when the jetty at Derby has been completed. It will only mean moving the equipment down the coast to the next

port. By doing that the situation at Broome would be relieved and a deep-water port would be provided.

The Hon. L. A. Logan: Do you want a new jetty or a land-backed berth?

The Hon. W. F. WILLESEE: I think only a deep-water jetty is required—not a very elaborate structure, and something in the vicinity of £750,000 would be sufficient.

Over the last few months quite a lot of publicity has been given to the prawning industry, which was highlighted by the fact that 25 licenses had been granted to people to carry out prawning operations in the Shark Bay-Carnarvon area. Previously only a few boats were engaged in those operations—not more than three. They pioneered or prospected the area up to the point when the 25 licenses were granted. It seems to me that the issue of 25 licenses for the first year is quite high; but be that as it may, that was the decision of people in the know.

The two companies which are now handling the prawns have outlaid several thousand pounds in preparation of plant, and one can only wish them every success in this venture. I was disappointed to find that not one local fisherman in Carnarvon or Shark Bay had received a permit to fish for prawns, and I cannot see the reason for that. The local fishermen, if issued with licenses, would have fished for the two companies which are now operating. In the Shark Bay area there has been a noted deficiency in the quantities of snapper this season, compared with previous seasons; so, the extension of prawning to these fishermen would have alleviated their problem and consolidated their capital investment.

The Hon. R. Thompson: They have been given to the big business interests.

The Hon. W. F. WILLESEE: If it is proven that the industry can stand the issue of further licenses, the fishermen who, up to this time, have been overlooked should be given preference, because it must be remembered they live in the two towns and operate entirely from shore at Shark Bay or Carnarvon. They, together with their families, have lived in the area for a lifetime; and in some cases so did their forefathers. There exists a glaring anomaly, and I can find no justification for it. I hope the position will be alleviated as soon as possible.

The distance between the turn off from the Great Northern Highway and Shark Bay is some 67 miles. With the advent of the prawning industry, Shark Bay is becoming increasingly popular as a tourist resort. This road now takes a great deal more traffic than in previous years. Within the last eight years an aerodrome has been constructed in the area, some 21 miles from the town, and a bi-weekly air service operates.

I have a request before the Minister for Works, that he should consider bituminising the 21-mile section from the aerodrome to the town, because at present the amount of increased traffic is more than the roadway can bear. If this were done, aerodrome facilities would be available throughout the year, whereas at present sections of the roadway are not trafficable in wet weather. The town, with its tourist traffic, and its greater importance through increased industry, would be kept more in touch with, shall we say, civilisation, and therefore I do not think the request to bituminise 21 miles of roadway is an excessive one for the Main Roads Department to meet.

I wish to comment on the position of the Government concerning the State Shipping Service to Onslow. In my opinion the Government's decision was made with too much haste. People need to be encouraged to stay in the north-west, although at times it may be at considerable cost to them. We recognise this when it comes to Kununurra. We say: "Spend millions on a dam, on roads, and on the facilities that go with them, and establish farms for the purpose of growing additional products." All that is very laudable, and it has the support of everyone. But in my view the Government is not being consistent in its approach to Onslow. It says: "We are going to do something entirely different here; we are not going to make the same approach; we are not going to extend the same consideration. We are going to say we will curtail your facilities; we will leave you in the position that you can please yourself what you do; we do not care very much about you."

People most affected by the Government's decision are those who have invested in the town. They have put in a lifetime's work, and they have invested their savings in various enterprises in the town. It stands to reason that if a fifth of the population, or whatever it might be, is taken away, then those who remain may have lost overnight on their capital investments; and their propositions, on which they have worked for so long, are no longer there.

The B.H.P. leases are being operated at a point some 86 to 100 miles from Onslow, and in the next three to four years decisions will be made regarding the export of iron ore. It is conceivable that Onslow might be the town in which the company would like to establish its staff, and the staff's womenfolk; and even if the company were not located within the area of the bay itself, I have been told by the company's manager that the company would prefer to be established on a site where water supplies and hospital

amenities would be available, rather than go inland where there is terrific heat during many months of the year.

Iron ore is the topic of the day, and while these matters are being considered there is no need to curtail the State Shipping Service, or prevent the ships from calling at Onslow until final conclusions have been reached.

I do not question the right of the road going through the hinterland. I applaud it. But it should have no adverse effect on those who have to live and work in Onslow, or those who are working in the pastoral industry and who wish to support the town. These are two separate issues. I can assure the Government that it will not be able to build a town at Nanutarra crossing, at a basic cost of £13,000, which would compare to the population of Onslow.

The Hon. F. J. S. Wise: Nothing like! There is no reason for a town to be there.

The Hon. W. F. WILLESEE: I hope it is not too late to give further consideration to this matter. I wonder how many people in the Public Works Department, on an engineering level, have given consideration to building a new type of jetty in the area. When we see the harbours and rivers structure at Wyndham, and the structure now being erected at Derby, we see an entirely different type of structure from that which was built in the north-west in the past. They reflect a more modern concept. They are a stronger type of building and to the layman they look as though they were built to stay.

When we consider the history of the Onslow jetty we find that in the beginning it was an experiment in the use of concrete. The experiment failed, and further attempts were made to stabilise the jetty. In my view there was never anything in favour of the new jetty, because it was built on a structure which had already failed. I am told that at the moment there is 21 ft. of water there; and it would seem to me that an entirely new approach to a jetty—even a new jetty in a different position—might be the answer. If we take an average of, say, 70 years, I believe we would find that that portion of the north-west coast has not been subject to any more cyclones than has any other portion of the State. It is quite likely that the next blow—though I hope we will not get one—would strike at Port Hedland, in which case there might be much greater devastation, and a more appalling loss, than Onslow might suffer.

When in future we build homes in the north, they must all be cyclone-proof. I appreciate this will involve considerable capital cost, and it is a problem when we speak of economic rents. The fact remains, however, that most of the damage to homes in Onslow was to State Housing

Commission homes. Many people who built private homes knew what types of houses to build, and those houses have stood up to previous blows on many occasions.

The Government should give Onslow the same consideration that it gives other towns in the north. It should not be sacrificed, but should be helped. Who can tell whether five years from now Onslow may not be just as prosperous as Port Hedland or Derby, because no one could have foreseen the rate of growth of the latter towns over the last 10 years? They have "grewed like Topsy." I can recall when it was said by the older people of the Pilbara that Roebourne was ready to be buried. Then Wittenoom Gorge started developing and it has flourished ever since. If B.H.P. were to move, the same thing might apply to Onslow. I hope the Government will give further thought to this matter in an effort to link Onslow with the greater progress of the north. Onslow should be treated as part and parcel of the north-west and should be encouraged to develop and prosper. I support the motion.

THE HON. N. E. BAXTER (Central) [3.9 p.m.]: In addressing myself to the motion I would, firstly, like to congratulate the two members newly elected to this House; namely, The Hon. D. P. Dellar and The Hon. J. Dolan. I trust their stay in the House will be a long one, and I am confident they will contribute much to our deliberations. I would like to welcome them and to offer them my assistance in any way I can. Before dealing with other matters, I would like to thank the Minister for Mines for his congratulations on my election to the position of Chairman of Committees. I also express my appreciation to members for being good enough to elect me and for showing confidence in me. I will try to live up to their confidence and, as I said earlier, I will try to emulate the example set by the late Mr. Bill Hall.

Dealing now with the Lieutenant-Governor's Speech, I would first like to refer to agricultural matters. It strikes me as rather strange that after the preliminary section of the Speech that was prepared for delivery by the Lieutenant-Governor there is a part which reads—

The State is seeking Commonwealth financial assistance over the next three years, so that the waters of the Ord River Diversion Dam can be progressively distributed over 30,000 acres. Meanwhile, a case for the building of the Main Ord River Dam is being prepared for presentation to the Commonwealth Government early in 1964. It is hoped that these representations will be successful so that tenders may be called for construction to commence in 1965.

As we have been told, this scheme is more or less an experimental one—it is not a proved scheme, although we all hope it will be highly successful. Huge sums of money will be spent on the project and one could not do other than wish it every success, but it rather strikes me as though the Government is putting the cart before the horse.

When we turn from page 4 of the Speech to page 6 we see that this page contains matters which in my opinion are just as important as the Ord River scheme—I refer to the extension of the comprehensive water scheme throughout Western Australia. An extension of the comprehensive water scheme would mean an increased income of millions of pounds annually to this State. As we all know an application has been made to the Federal Government to provide approximately £5,000,000, which the State will meet on a £ for £ basis, to extend the comprehensive water scheme. This matter is referred to in the Lieutenant-Governor's Speech but it is not given precedence over the Ord River scheme. Perhaps it is a moot point, but I believe it should be given priority.

I am a little nonplussed and I would like to know why the Government saw fit, when presenting a case for assistance to extend the comprehensive water scheme, it also presented a case for a grant of £3,200,000 for the Ord River scheme. Those members who represent the agricultural areas began to wonder which scheme had first priority in the Government's mind. That was only natural because the comprehensive water scheme extensions affect our area; and as you, Mr. President, know we were alarmed at the fact that the two applications for assistance were presented to the Commonwealth Government at the same time.

We all remember that when the State Government applied to the Commonwealth Government in 1960 to provide extra money for an extension of the comprehensive water scheme, negotiations were proceeding at the same time regarding the building of the broad gauge railway. I am absolutely certain that the decision of the Commonwealth Government to come to the party in respect of the building of a broad gauge railway automatically threw our case for an extension of the comprehensive water scheme overboard. That is the main reason why it has been delayed until now. Therefore it is no wonder that all members representing agricultural areas are anxiously waiting to see whether the Commonwealth Government will on this occasion come to the party and find £5,000,000 over the next seven years to assist in the extension of our comprehensive water scheme.

In my view we should put first things first and try to assist those schemes which mean most to the State at the present

juncture. We should do everything possible to assist in the production of goods for export so that we can build up the State's income and so benefit everybody in the State. I am not decrying the merits of the Ord River scheme; I think it could be a wonderful venture and I sincerely hope it will be. However, I think greater priority should be given to the comprehensive water scheme extensions than they have received up to date.

I should now like to refer to the very heavy rains which have fallen during this winter, and to mention the damage that has been caused, particularly to roads throughout the central wheat belt and throughout the Central Province, which contains most of the central wheat belt. Everybody knows that in those areas there have been heavy falls of rain and severe floodings. Many of the arterial roads have been closed for periods of weeks at a time. In some instances motorists have had to travel many extra miles to get from one point to another. The railway road bus that serves the Beacon line has been travelling some 117 miles twice a week; whereas its normal run is 60 miles. That is only one instance, and further down the situation has been even worse.

The floods have cut roads and washed out culverts, and only recently I made a trip from Wyalkatchem to Cunderdin which took me 1½ hours. One evening some time previously I made a trip from Cunderdin to Koorda, which is a further 30 miles, and that took me only 1½ hours, so members can see how bad the roads are.

Actually the particular road to which I am referring is in a much better condition than it was some time ago, because since the rains have eased a little the local authority concerned has been able to do a lot of work on topping, gravelling, and forming. It has spent a considerable sum of money to try to put its roads into a trafficable condition. Only last week I travelled over this particular road and I could not get through on a direct route from Wyalkatchem to Cunderdin. One had to go down the main road, branch off, and then work back along another road.

My point in raising these matters is to ask a question: Are the local authorities going to be able to stand the cost of rehabilitating these badly damaged roads? My belief is that they will not be able to do so, and that is the feeling of the local authorities also. I have had a recent case presented to me where one local authority has just spent £1,779 on a road but was reimbursed only to the tune of £200 by the Main Roads Department. I trust that is not going to be the attitude of the department in regard to special grants to assist local authorities in the rehabilitation of their roads.

After all, the money for roads is found by the taxpayer through the petrol tax, and we in this State get a good return from the Federal aid roads grant. Even if the Main Roads Department has to delay until next year some of its plans to extend roads in some areas, or to do certain deviations which are not really urgent, and allows the local authorities a greater sum of money for the rehabilitation of badly damaged roads, I think it would be a good idea. The Main Roads Department does make some fairly extensive deviations on our main roads, very often only to take the bad bends out of a road. I believe if that sort of work were delayed for 12 months it would not hurt anybody so long as money was available for local authorities to enable them to repair rain damaged roads.

It also means that if the local authority has to spend its revenue on rehabilitation, there is no chance of its having any money over for contributory bitumen schemes and expansions in its district. This applies to all local authorities. This would mean they would be back where they were the previous year, without being able to do anything at all in the current year in regard to further road development.

I trust the Government will give very grave consideration to this matter, and try to persuade the Commissioner of Main Roads that grants for the relief of flood damage should be fairly reasonable, because of the season we have just experienced. This would be of great assistance to local authorities.

I would now like to make a few remarks on education as I see it, and, no doubt, as it is viewed by others. In some ways we are certainly progressing in our educational system. We have come a long way. We have heard speeches on child delinquency in this Chamber. For instance, the Minister referred to child delinquency and said that to a degree this was the responsibility of parents; that a lot of it came from the home.

I am convinced, however, that there is another aspect which must be considered. I have no doubt that when we took the cane out of the schools we also took out discipline. That may sound harsh, but there is a distinct tendency among some of the young rascals today who are stealing motorcars and committing other offences to completely disregard any consequences that might follow. These young fellows ought to be given the whip or the cat.

It is not so long ago that the whip was used in this State. It was used because of a particular offence by a certain young person. As I look around this Chamber I do not think I could pick out any one member who was not brought up on the cane, particularly in school. Are we any worse off for it? I would say we are much better off as a result of the discipline we

experienced. It taught us a sense of responsibility, and gave us a healthy respect for our teachers. But that is not the case today.

I have heard young people talk about their teachers in a fashion which shows that they have very little respect for them. This is only because the teachers have no authority to mete out the discipline which is so urgently required.

The Hon. A. F. Griffith: You are advocating corporal punishment.

The Hon. N. E. BAXTER: The Minister may call it that if he wishes. Did the Minister's father never take the strap or the stick to him?

The Hon. W. F. Willesee: Not often enough.

The Hon. F. J. S. Wise: It did not do him any good.

The Hon. N. E. BAXTER: I can see no difference whatever in the strap or the cane applied by a parent at home, and similar punishment being meted out at school. I know that my father very often took the strap to me when I was young.

The Hon. A. F. Griffith: I am sorry that you were so badly behaved that your father had to do that.

The Hon. F. J. S. Wise: And your father was a very kindly man!

The Hon. N. E. BAXTER: That is so. On one or two occasions, however, I needed it. We have, however, fallen down very badly in our discipline towards youngsters today. I still maintain that the use of the cane would make a big difference in our schools.

We all know there has been a certain amount of controversy between various sections in regard to religious instruction being given in schools. I do not propose to debate the right or the wrong of that aspect. But I do agree wholeheartedly that the discipline in the schools is not as good as it used to be. I am sure nobody would refute that statement. I know that is so from my own experience, and from what I have heard my own youngsters and the youngsters of my neighbours say when they were at school. Their whole attitude towards the teachers indicated a complete lack of discipline and an equally complete lack of respect.

This may be due in part to the fact that the tendency in recent years has been to push as many young teachers as possible through the training college. This is all very well, but where is it getting us in some respects? As we all know we have all types coming out of the training college. Some of these young teachers are interested in teaching merely as a job, and are quite happy as long as they receive their weekly or their fortnightly wage. The question of discipline does not worry them very much as long as they get through their day's work. There does not seem to be

any effort on the part of the department to place these young teachers in a position where they can gradually grow up with the educational system. I know of students who have come out of the training college, have gone into a primary school for 12 months, and have then suddenly been transferred to a junior high school to teach children who were not very much their junior.

I think we all have a fair idea of the activities of the present-day youth, and we all appreciate the attitude of young students who are being taught by a teacher who is not many years their senior; one who does not look much older, whether it be a male or a female teacher. It is certainly not one of respect, nor is it one that will create discipline and obedience. In fact, just the opposite is the case. Their whole attitude towards young teachers is: here is somebody with whom we can have a lot of fun and whom we can lead on.

I deplore the system of putting young teachers who are immature into schools to teach modern teenagers. If we are to take our educational system along the right lines, we should set down a standard of experience among teachers—let us say three years' experience in the infant or primary schools—before they are posted to junior high schools. I trust the Government will take cognisance of what I have said, and realise that by using the right type of teacher this can be carried out. We have a number of mature teachers in this State; there are supply teachers, and others, who are quite suitable for the purpose I have outlined. The department should get down to brass tacks and work out the types of teachers who should teach certain types of students.

The Hon. R. Thompson: After this year our teachers will not be recognised in England.

The Hon. N. E. BAXTER: I do not wish to touch on that aspect. As I have said, the position is getting worse; it is certainly not improving, and if we do not do something to correct it, the discipline in our schools will become worse than it is now. In our days it was compulsory for us to attend drill on the playground, but there is nothing like that today. There is certainly physical instruction in the schools today, but there is not the attendant discipline which was so marked a feature of our drill classes. We would be marched up and down like soldiers; made to turn right, to turn left, and to go through all the drill that would normally be expected of a soldier. This helped to provide the discipline so necessary for young teenage boys.

I would now like to touch on the school-building side of education. The tendency has developed in the last five or six years to increase the cost of school buildings. I say this because before tenders are called for the erection of a school building it is apparently necessary to have an architect's plan.

That sounds very well, but from what source are these plans coming? I do not want to decry a certain business section of the community, but the State will have to take a serious look at this matter, particularly in relation to the cost of these plans and the cost of supervision by architects. I do not believe it is necessary to have a separate architectural plan for every school that is built in this State, particularly primary schools. We should have a basic plan laid down for the building of primary schools. There should only be variations in the plan in relation to the foundation, according to the topography of the ground on which the school is to be built.

To spend thousands of pounds annually to have separate plans drawn for each school—usually by private architects—is too silly. I am not speaking against private architects, but in the interests of the State, as the money saved would mean the erection of more classrooms. I think the Government should take a serious look at this matter. I have approached the Minister for Education on the subject, and I have now brought the issue before this House to see what can be saved by using a basic plan for schools.

I think we all know that when a school is planned today the building often starts off with two or three classrooms, and is later extended according to plan. Most of the schools are a U-type shape, with a long section and two leaders out—and they vary very little. Even if they were identical, I do not think that would do any harm so long as they were a good sane type of building, convenient for both the children and the teachers. More important still, it would be more economical for the State. I believe this is a matter than can be well gone into; and if something is done about it thousands of pounds of loan money will be saved and more classrooms will be built as a consequence.

Another matter has been referred to me in connection with the bitumen paving of school grounds. The situation is that a contractor or a subcontractor is employed to do the bitumen paving work on school grounds. He works under the architect who often knows nothing about bitumen paving, and often knows very little about drainage. During the work supervision is carried out by the Public Works Department supervisor who inspects and passes judgment on the bitumen work for that particular job.

It requires a specialist to do this job, and I think it is high time the Government thought of having a special man appointed for the purpose. Within one of the Government's own departments is a man who is recognised by the oil companies who supply the bitumen as being one of the best men in the State in regard to bitumen paving outside of their own men. I am given to understand that if a man of this calibre were employed purely to supervise

all the bitumen paving jobs carried out in this State, at least £30,000 would be saved in this connection alone. I trust the Government will give some thought to this matter and to the saving of money in the ways I have mentioned.

I now wish to refer to the development of the north-west. We have heard a great deal about the north-west in recent times, particularly in regard to the Ord River scheme. Some time ago I was reading a report which was prepared many years ago by a Government committee headed by an eminent member of this Chamber, Mr. Wise. This report foretold the future of the north-west and mentioned such a place as the Ord River. At this time I think we should all give some credit to the man—irrespective of the fact that he is a member of this Chamber—who has done such a lot for the north, not only in respect of the commencement of the present agricultural activities in the Carnarvon district, but throughout the north-west, and even extending to the Northern Territory.

In my opinion, this man helped to lay down the foundation and development of the north, and I would like to offer my thanks to him for what he has done in that respect. I trust that many others in this State will realise what he has done over the years in trying to push the north-west ahead. That area is just starting to go ahead today, and I think Mr. Wise should be heartened to feel that some appreciation has been extended to him for his work in the past.

Before concluding, I would like to speak about decentralisation. I have looked through the Lieutenant-Governor's Speech—if I am wrong I will apologise—but strangely enough I cannot find any mention of the word "decentralisation." This word has been used a lot in recent times. During the annual conference of my party it was referred to by our Federal leader and by some leaders of our organisation in the other States. It has been mentioned by other parties at their conferences; and it has also been mentioned quite considerably this year in connection with the seminars held at the University. However, I have not yet heard any suggestions from these people as to where we should start with decentralisation. One might say we started with Laporte at Bunbury, by commencing the super works at Esperance, and in regard to some of the other larger ventures, but is that to be the beginning and the end of decentralisation?

In my opinion, we should start with decentralisation by establishing the middle-class type of man throughout the country districts rather than have him conduct his business in the city area. What has ever been offered to the small middle-class businessman to start up a business in a country town? Has he ever been given any relief from freights, power costs, costs of water, and costs of transport of all

types? Not the slightest relief, as far as I know, has ever been offered to a person to commence a private business of any type in a country town.

Yet, in the city I think the Government still carries guarantees for private business to the tune of about £6,000,000. I believe that if we are going to start on decentralisation, then we as a Government and the Commonwealth as a Government should be prepared to offer this type of man a guarantee. I am of the opinion that a certain sum of money should be set aside annually to be used as a fund for decentralisation so it can be said to a middle-class businessman who wants to start a business in, say, Northam, Kellerberrin, Katanning, or perhaps in any medium-sized country town, "Yes, we will provide some money for you to subsidise the freight and other additional costs you will have to meet for power, water, etc. in the establishment of your business."

The Hon. J. G. Hislop: It might take half a lifetime though to establish it.

The Hon. N. E. BAXTER: That would have to be worked out. I agree that some limitation should be put upon it, and the whole project would have to be considered as to whether it would be a successful venture in a number of years. It is the same idea as is adopted in land development. It is decided that it will take a lot of capital to develop a property over a period of three to five years. The same system could be applied to business concerns.

If we are to advocate decentralisation, we must be honest about it and do something to assist it. I do not believe that merely establishing bigger businesses such as Laporte and a super works in this or that port is the answer to the problem. The answer is to give every encouragement to people to start their small businesses even though they might only employ between two and ten people. They are still increasing the population of those country towns where they commence operations and are thereby encouraging others to go there.

I believe the Government should give sincere thought to this matter and work out the possibilities of encouraging the middle-class man to commence his business in the country areas where he could supply direct to the farming community and the country-town dwellers rather than force them to buy everything from the cities or the coast.

That would be the answer to our problem rather than just talking about decentralisation and doing nothing about it. On that note I conclude and support the motion.

Debate adjourned, on motion by The Hon. S. T. J. Thompson.

House adjourned at 3.43 p.m.

Legislative Assembly

[Thursday, 8 August, 1963.]

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