

Legislative Assembly

Tuesday, the 25th September, 1962

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

QUESTIONS ON NOTICE

CHILD WELFARE OFFICE

Establishment in Fremantle

- Mr. FLETCHER asked the Minister representing the Minister for Child Welfare:
 - Is he aware—
 - of increasing inconvenience and expense to the public in the Fremantle area in having to travel to the Child Welfare Department in Perth;
 - that the Fremantle Court House, Fremantle Hospital, local members of Parliament, and possibly others, find frequent need to refer cases to that department?
 - Will he have investigations made with a view to the establishment of a child welfare office in premises in Fremantle?
- Mr. CRAIG replied:
 - (a) Yes.
 - (b) Yes.
- Yes.

ESPERANCE WHARF RAILWAY EXTENSION

Location

- Mr. MOIR asked the Minister for Railways:
 - Has the location of the proposed Esperance wharf railway extension been decided on?

- (2) If not, will he indicate what particular problems are delaying this determination?
- (3) When can a decision be expected?

Mr. COURT replied:

- (1) to (3) The location of the proposed extension has not yet been decided on, but survey work to determine a precise location is proceeding and a decision is expected within the next two months.

RAILWAY FACILITIES AT SPEDDINGUP

Provision of Loop-line and Loading Ramp

3. Mr. MOIR asked the Minister for Railways:

With reference to my question of the 23rd August on the advisability of providing the loop-line and loading ramp at Speddingup, and his reply thereto: Can he indicate if the department has carried out an appraisal of the possibilities, and what is the result?

Mr. COURT replied:

The estimated cost to provide a public siding and loading ramp at Speddingup is £2,045. This matter has been carefully examined, but it is considered that the expenditure of this amount at this juncture would not be warranted in view of the limited amount of traffic handled.

WATER FROM MUNDARING WEIR

Cost of Distribution, etc.

4. Mr. MOIR asked the Minister for Water Supplies:

- (1) What were the operating expenses for the financial year ended the 30th June, 1962, for the supply of water to—

(a) Southern Cross area, Coolgardie, Norseman, Kalgoorlie and Boulder;

(b) all other areas supplied from Mundaring Weir;

in respect to pumping, maintenance of pipe mains, maintenance of reservoirs, water distribution and maintenance connected therewith, management expenses, meter reading?

Gallonsage Supplied and Revenue

- (2) What was the quantity of water supplied to—
area (a);
area (b)?
- (3) What was the amount of revenue received for area (a), area (b)?

Mr. WILD replied:

- (1) The operating expenses for the financial year ended the 30th June, 1962, for the supply of water to—

(a) Southern Cross area, Coolgardie, Norseman, Kalgoorlie and Boulder £554,354

(b) All other areas supplied from Mundaring Weir £439,627

- (2) The quantity of water supplied for the 12 months ended the 30th June, 1962—

Area (a)—1,880,727,000 gallons.

Area (b)—1,630,253,000 gallons.

- (3) The amount of revenue received for the 12 months ended the 30th June, 1962—

Area (a)—£313,710.

Area (b)—£346,426.

CONVALESCENT HOMES AND "C"-CLASS HOSPITALS

Departmental Supervision and Control

5. Mr. HALL asked the Minister for Health:

- (1) Are convalescent homes and "C"-class hospitals subject to Public Health Department supervision and control?

- (2) If so, how often are inspections carried out?

Location

- (3) How many such homes and hospitals are in the city area, and what suburbs are they in?

- (4) How many are in country centres and what towns are they in?

Complaints Against

- (5) Have reports been received as to poor food, lack of nursing staff, neglect of patients?

Charge Per Patient

- (6) What is the average charge, per patient, in this State per week?

Mr. BRAND (for Mr. Ross Hutchinson) replied:

- (1) "C"-class hospitals are supervised by the Department of Public Health. Boarding houses, some of which call themselves convalescent or rest homes, are supervised by local authorities.

- (2) The Department of Public Health endeavours to make two routine inspections each year and, also, special visits as may be required.

- (3) There are 52 "C"-class hospitals in the metropolitan area. Their locations are:—

Applecross	1
Attadale	1
Bentley	1
Beaconsfield	1
Como	1
Cottesloe	1
Claremont	5
Embleton	1
East Fremantle	1
Fremantle	2
Guildford	3
Innaloo	1
Leederville	1
Manning	1
Midland Junction	1
Mosman Park	1
Morley Park	1
Mt. Hawthorn	1
Mt. Yokine	1
Mt. Lawley	11
Nedlands	2
North Perth	1
South Perth	1
Subiaco	5
Victoria Park	2
West Perth	4

- (4) There are seven "C"-class hospitals outside the city area. Their locations are:—

Albany	1
Greenmount	1
Kalamunda	1
Mundaring	3
Narrogin	1

- (5) These occur from time to time, but are infrequent.

- (6) Charges vary over a wide range, but an average figure would be in the vicinity of £14 14s. per week.

RECREATION RESERVE FOR ALBANY

Site at Spencer Park

- 6 Mr. HALL asked the Chief Secretary: In view of his reply to my question on the 7th August, 1962, appertaining to recreational reserves Spencer Park, Albany, can he advise if subdivision plans have been approved; and, if so, where is the proposed area for recreational reserves situated?

Mr. BRAND (for Mr. Ross Hutchinson) replied:

Subdivisional plans have not yet been finalised as there are other subdivisions, the planning of which has priority over Spencer Park. There will be open-space areas provided in the subdivision to conform with the requirements of the Town Planning Board, but it is not practical to describe precise locations until the subdivision is finally approved.

NEVORIA-MT. DAY ROAD

Bituminisation

7. Mr. KELLY asked the Minister for Works:

- (1) What funds have been allocated for the purpose of bituminising about 10 miles of the road from Nevoria to Mt. Day?
- (2) As this road passes through a considerable area of arable land, will he speed up any contemplated work?

Mr. WILD replied:

- (1) Nil.
- (2) Answered by No. (1).

HEIRISSON ISLAND

Establishment of Zoo Annexe

8. Mr. JAMIESON asked the Minister for Lands:

- (1) Would he give consideration to requesting the South Perth Zoological Gardens Board to create an annexe of the zoo at Heirisson Island, along the lines of my suggestion on page 379 of 1956 *Hansard*?
- (2) Would he not agree that if only of a temporary nature this would be a considerable attraction to visitors with a limited time to see local fauna during the Commonwealth Games?

Mr. BOVELL replied:

- (1) and (2) It is considered that the establishment of an annexe of the zoo on Heirisson Island would not only be costly but would create causeway traffic problems.

PERTH TECHNICAL SCHOOL STUDENTS

Access to University Library

9. Mr. BRADY asked the Minister for Education:

- (1) Have the Perth Technical School students the right to use the appropriate text-books from the University library?
- (2) If so, have the students direct access, or is there delayed access by way of written application, etc.?

Mr. LEWIS replied:

- (1) No, unless they are enrolled students of the University studying appropriate subjects through the Perth Technical College as part-time students.
- (2) Answered by No. (1).

ALLAWAH GROVE NATIVES*Finance for Kindergarten*

10. Mr. BRADY asked the Minister for Native Welfare:

- (1) Does the kindergarten at Allawah native camp get any special assistance from the Government?
- (2) How does the committee meet the financial requirements of the Kindergarten Union?

Adult Education Classes

- (3) Are any adult classes conducted for those requiring improved education?

Mr. LEWIS replied:

- (1) No.
- (2) From its own funds received as donations from the public, organisations, and the Lotteries Commission. Also it has been recommended to the committee that the parents be encouraged to contribute as part of their social education programme and as happens in the general community.
- (3) Yes, through the Adult Education Board.

MIDLAND TECHNICAL SCHOOL*Extension of Subjects Taught*

11. Mr. BRADY asked the Minister for Education:

- (1) Is it proposed to extend the subjects to be taught at the Midland Technical School in 1963?
- (2) Are any conferences held between headmasters of State and private schools to ascertain what subjects should be taught?
- (3) Are students, and potential students, encouraged to seek subjects not at present being taught at Midland Technical School classes?

Mr. LEWIS replied:

- (1) Yes, according to demand and facilities.
- (2) No, but the principal of any technical school keeps in touch with the needs of his district through various channels.
- (3) Yes.

COMPREHENSIVE WATER SCHEME*Commonwealth Financial Assistance*

12. Mr. CORNELL asked the Premier:

- (1) Who is preparing the further case to the Commonwealth for financial assistance towards the cost of an extension of the modified Comprehensive Water Scheme?
- (2) When is it expected that the case will be completed and submitted to the Commonwealth?

Mr. BRAND replied:

- (1) The Public Works Department.
- (2) Early in 1963.

GOLDFIELDS WATER SUPPLY*Retirement of Chief Engineer, and Appointment of Successor*

13. Mr. CORNELL asked the Minister for Works:

- (1) When did Mr. G. Hammond, Chief Engineer, G.W.S., retire?
- (2) Has a successor been appointed; and, if so, what is his name and on what date did he assume the position?
- (3) If no successor has yet been appointed, what is the reason therefore?

Mr. WILD replied:

- (1) The 17th February, 1961.
- (2) and (3) Following the retirement of Mr. Hammond a reorganisation of water supply branches of the engineering division of the Public Works Department was undertaken.

The two branches of the water supply known as the Goldfields Water Supply and the Hydraulic Engineer's Branch were reorganised into four branches, namely:

Country Town Water Supplies.
Construction Major Hydraulic Undertakings.
Planning, Design and Investigation.
Irrigation and Drainage.

Mr. R. J. Keating was appointed Engineer, Country Town Water Supplies, on the 7th June, 1962.

COUNTRY JOINERS' SHOPS*Machinery Certificates and Provision of Guards*

14. Mr. W. HEGNEY asked the Minister representing the Minister for Mines:

- (1) In view of the fact that certificates have been issued contrary to his answer No. (1) in reply to my question on the 18th inst., will he instruct the department to refrain from issuing such certificates?
- (2) How many schedules have been issued to owners, requiring them to provide sufficient guards, during the past three months?

Mr. BOVELL replied:

- (1) As previously stated, it is not the practice of the Inspection of Machinery Branch to issue certificates unless the machinery concerned is considered by the inspector to be sufficiently guarded at the time of inspection. If there is any specific instance to the

contrary, of which the honourable member has knowledge, and he will give details, the matter will be immediately checked.

- (2) 182 schedules have been issued during the past three months requiring repairs or guarding to be carried out.

CATTLE: CARTAGE CHARGES

Investigation of Senator Cant's Statement

15. Mr. BURT asked the Minister for the North-West:

- (1) Did he see the Press reports of statements by Senator Cant in the Senate, on the 31st August, 1962, that some cattle hauliers in W.A. are charging up to £13 a head for carting cattle about 400 miles?
- (2) If so, has he had the Senator's claim investigated, and with what results?

Mr. COURT replied:

- (1) Yes.
- (2) Yes. No instance of a charge of the proportions mentioned in the reports could be located in Western Australia.

In view of this, Senator Cant was asked for more information. In his reply he stated he was not correctly reported and he did not state that the charges were being made in W.A. He quoted *Hansard* report as follows—"Where road trains are being used now, hauliers are charging £13 a head to transport cattle to the meat-works." He added this report was not absolutely correct as he said "up to £13 per head."

Further the senator said his reference to the charges of £13 a head of cattle was based on information he had received from Queensland and the Northern Territory.

SONS OF GWALIA GOLD MINE

Government Financial Assistance

16. Mr. BURT asked the Minister representing the Minister for Mines:

- (1) Is he aware that the Sons of Gwalia Gold Mine is experiencing difficulties owing to the reduction in grade of ore mined?
- (2) Is the Government providing further assistance towards the development of the No. 15 level where indications point to the possible existence of payable ore?
- (3) What is the extent of the added assistance?

- (4) Has he any comment to offer in respect of the future of the mine should developments on the No. 15 level not come up to expectations?

Mr. BOVELL replied:

- (1) Yes.
- (2) Yes.
- (3) £40,000.
- (4) The Sons of Gwalia Mine now employing 240 men and supporting two townships has been operating since 1898 and has produced over 2,500,000 fine oz. of gold. The experience over the past few years indicates that the mine is nearing the end of its useful life. If the development which this assistance will enable to be undertaken and which has been recommended by the company's geological adviser is successful, the life of the mine could be extended for a further 12 months or perhaps longer.

TRADING BANKS: NEW CHARGES

Justification and Government Action

17. Mr. GRAHAM asked the Premier:

- (1) Is he satisfied that the proposed action of the banks to charge for the handling of cheques is warranted?
- (2) Has the Government done anything, or attempted to do anything, to prevent or minimise the impact of the proposals?

Position of Rural and Industries Bank

- (3) Will he take steps to ensure that at least the R. & I. Bank will refrain from imposing the additional burden?
- (4) If not, why not?

Mr. BRAND replied:

- (1) to (4) Service charges of banks are considered a domestic matter. Recent announcements indicate that whilst additional charges may be made, some existing fees will be eliminated.

The Rural and Industries Bank should, it is considered, conform to general practice.

GUILDERTON TOWNSITE

Additional Residential Lots

18. Mr. GRAHAM asked the Minister for Lands:

- (1) Are there any proposals to make available additional residential lots at the townsite of Guilderton?
- (2) If so, how many?
- (3) When is it anticipated that they will be on offer to the public?

- (4) What is the range of estimated upset prices?

Mr. BOVELL replied:

- (1) Yes.
 (2) and (3) Seven within a few weeks. Additional lots when road access is available.
 (4) £300 to £400.

METROPOLITAN WATER SUPPLY DEPARTMENT

Loan From State Government Insurance Office

19. Mr. TONKIN asked the Minister for Water Supplies:

In connection with the loan of £150,000 which the Treasurer announced was to be obtained from the State Government Insurance Office for the Metropolitan Water Supply Department, at what rate of interest will the money be borrowed, and what will be the annual charge against revenue to provide a sinking fund for repayment, in accordance with section 131 of the Metropolitan Water Supply Act?

Mr. WILD replied:

Interest at the rate of 5½ per cent. will be paid on the loan of £150,000 in question.

Repayment at £10,000 per annum for 15 years will be provided from the loan allocation and sinking fund at the existing rate of 10s. per cent. will be a charge against revenue on the amounts repaid.

CARNARVON PRIMARY SCHOOL

Additions

20. Mr. NORTON asked the Minister for Education:

- (1) What are the additions to be made to the Carnarvon primary school?
 (2) When will tenders be called for the additions, and when is it anticipated that they will be completed?
 (3) What is the estimated cost?

Mr. LEWIS replied:

- (1) (a) Three classrooms to primary school.
 (b) Conversion of the old home science room to a composite science laboratory at the junior high school section.
 (2) Tenders have been called for the making of the cement bricks and tenders for the construction will be called shortly.
 (3) As tenders are involved, it is not desirable to give an estimated cost at this stage.

TRAFFIC AT COLLIE

Counts at Harvey Street Railway Crossing

- 21A. Mr. H. MAY asked the Minister for Railways:

- (1) Regarding traffic counts and investigations of traffic movements at the Harvey Street railway crossing, Collie, made by the Traffic Engineering Branch of the Main Roads Department, would such count be made from the Railways Department's angle, or only from the point of view of the Main Roads Department?
 (2) As the count was made over a 12-hour period, what period of 24 hours did this cover?
 (3) Would not a shorter period between 9 a.m. and 4 p.m. give a truer percentage of the traffic?
 (4) Regarding occasional stoppages of two minutes' duration, how many vehicles were held up by such stoppages?
 (5) Will he arrange for a count to be made at the Harvey Street crossing from 9 a.m. to 4 p.m., as this period represents the busiest period of the 24 hours?

Mr. COURT replied:

- (1) They were the actual counts from 7 a.m. to 7 p.m.
 (2) Answered in No. (1).
 (3) Any other period would give a different result.
 (4) During the 12-hour period under observation, 94 vehicles were held up for periods varying from 1½ minutes to 2 minutes, and 30 vehicles between 2 and 4 minutes.
 (5) The 9 a.m. to 4 p.m. period was included in the original count.

Establishment of Bridge at Harvey or Princep Streets

- 21B. Mr. H. MAY asked the Minister for Railways:

- (1) Has any decision been reached regarding a bridge either at Harvey or Princep Streets?
 (2) Are the plans, as prepared by the Railways Department, available; and, if so, could I be supplied with a copy?

Mr. COURT replied:

- (1) Yes. After consideration of all factors by the Main Roads Department a decision was reached that a level crossing be retained.
 (2) Preliminary site plans were prepared by the Railways Department and supplied to the Collie Coalfields Shire Council when the

provision of a bridge was under discussion some years ago. I will supply the honourable member with a copy of these plans.

DOMESTIC GOODS

Transport in 1959-60 and 1960-61

22. Mr. HALL asked the Minister for Transport:

What was the domestic traffic task performed by sea, road, rail, and air for the years 1959-60, and 1960-61 interstate, intrastate, and State services excluding unscheduled operations, such as agricultural spreading, etc.?

Mr. CRAIG replied:

WESTERN AUSTRALIA

ESTIMATED TONNAGE OF GOODS TRANSPORTED—

	Overseas In and out	By Sea Interstate In and out	Coastal	Total
1959-1960	5,718,710	2,655,263	476,011	8,850,083
1960-1961	7,649,512	2,903,809	489,476	11,042,887

By Rail (Government and Private Railways)

1959-1960	5,786,212	....	....	....
1960-1961	5,902,715	....	....	....

By Air

1959-1960	6,000	....	....	....
1960-1961	6,000	....	....	....

No figures are available for Road Transport.

MOTOR VEHICLES

Licensing under R.A.C. Formulae

23. Mr. O'CONNOR asked the Minister for Police:

- (1) Referring to his answer to question No. 12 of the 13th September, would he reconsider his answers to the second, third, and fourth parts of this question?
- (2) Specifically does he regard the fact that a Volkswagen car is assessed at 14.7 h.p. for licensing purposes and a 7-ton Commer truck at 12.6 h.p. for licensing purposes a "slight anomaly"?
- (3) Could he give the actual license costs for the vehicles listed in the fourth part of the question and does he think any anomalies actually exist in these cases?
- (4) Could he give the following particulars of the Thames 15-cwt. van as compared with the Thames 30-cwt. truck:—

Thames 15-cwt.—

engine capacity in cubic inches or c.c.'s;
engine h.p. under R.A.C. formulae and b.h.p.;
manufacturers' gross vehicle weight;
license fee payable;

Thames 30-cwt.—

engine capacity in cubic inches or c.c.'s;
engine h.p. under R.A.C. formulae and b.h.p.;
manufacturers' gross vehicle weight;
license fee payable?

- (5) Could he give the cubic capacity and h.p. under the R.A.C. formulae of the following engines:—
Ford Anglia; and
Triumph Herald?

Mr. CRAIG replied:

- (1) (a) In reference to previous question No. (2) a correction is tendered in that the previous figures quoted should refer to cubic inches and not cubic centimetres.
(b) The information given in respect to No. (3) still stands.
(c) Previous question No. (4) is clarified by further information contained herein under No. (3).
- (2) The anomaly is admitted but the Commer is the only vehicle known which has directly opposed pistons in three cylinders.
- (3) Semi-trailer 10 ton load—license fee £127 10s.
Rigid Wagon 10 ton load—license fee £64 16s.
Semi-trailer 12 ton load—license fee £139 10s.
Rigid Wagon 12 ton load—license fee £76 16s.
Semi-trailer 14 ton load—license fee £151 10s.
Rigid Wagon 14 ton load—license fee £88 16s.

It is assumed that these vehicles are of the same class and the additional fees are based on £6 per annum for each additional one ton.

The anomalies are obvious and it is intended to look into the matter with a view to amendment.

- (4) Thames 15 cwt. van.
Number of cylinders 4.
Bore 3.25 in.
Stroke 3.13 in.
Capacity 103.9 cubic in.
R.A.C. h.p. 16.9.
B.H.P. 55 at 4,200 r.p.m.
Manufacturer's G.V.W. 4,280 lb.
Standard Tare Weight 22 cwt.
PW = 39 at 6s. = £11 14s.
Thames 30 cwt. van.
Number of cylinders 4.
Bore 3.74 in.
Stroke 4.53 in.
Capacity 199 cubic in.
R.A.C. h.p. 22.38.
B.H.P. 73 at 3,000 r.p.m.
Manufacturer's G.V.W. 10,000 lb.
Average Tare Weight = 40 cwt.
PW = 63 at 6s. = £18 18s.

- (5) Ford Anglia: Cubic Capacity 60.82 cubic in.; R.A.C. h.p. 16.25.
Triumph Herald: Cubic capacity 70 cubic in.; R.A.C. h.p. 11.9.

RAILWAYS

Fires on Passenger Trains

24. Mr. HALL asked the Minister for Railways:

- (1) How many fires have occurred during the last three years on passenger trains in this State, and on which trains did they occur?
- (2) What were the reasons for the fires, and what was the estimated damage both to railway property and travelling personnel?

Fire Appliances on Trains and Buses

- (3) What fire appliances are carried on passenger trains, and where are they situated?
- (4) What fire appliances are carried by railway buses, both passenger and freighter?

Carriage of Inflammable Goods

- (5) What protection is provided by legislation for the carrying of large quantities of highly-inflammable materials and explosives by rail and W.A.G.R. transport?

Mr. COURT replied:

- (1) There have been five fires on passenger trains during the last three years, as follows:
 - (a) 10/10/1961; *Kalgoorlie Express*; Car No. AZ441.
 - (b) 24/5/1962; *Kalgoorlie Express*; Car No. AZ 433.
 - (c) 10/6/1962; *Albany Progress*; Car No. AVL 314.
 - (d) 24/8/1962; *The Mullewa*; Car No. ACL 290.
 - (e) 13/9/1962; *Albany Progress*; Car No. AZ 442.
- (2) Reason for the fires and the damage caused was:
 - (a) Primus stove flared up causing minor paint damage to the conductor's compartment.
 - (b) Primus stove flared up causing £10 ls. 6d. damage to conductor's compartment.
 - (c) Heat from gas ring caused overheating of metal wall and soft wood panels caught alight damaging shelving and interior of pantry—cost £38 13s. 1d.
 - (d) Urn boiled dry and cupboards damaged—cost £46 10s.
 - (e) Linen placed too close to gas primus flue. Linen destroyed and interior of conductor's

compartment damaged. Linen valued at £55 and repairs cost £31 4s.

Not any damage to travelling public or their property from these fires.

- (3) Fire extinguishers are carried in first-class sleeping, lounge, special and diesel cars and are situated in positions known to, and where they are easily procurable by, train crews.
- (4) Omnibuses are fitted with fire extinguishers as prescribed in regulation 120 of the Traffic Act and are physically checked annually by the Police Department.
- (5) Protective legislation for the carriage of inflammable materials and explosives by rail and W.A.G.R. transport appeared in *Government Gazette* No. 74 of the 31st August, 1960.

QUESTIONS WITHOUT NOTICE

ESPERANCE RECREATION RESERVE

Tabling of Papers on Cancellation

1. Mr. MOIR asked the Minister for Lands:

Would he table the papers in connection with the cancellation of reserve No. 24164, Esperance Lot No. 305?

Mr. BOVELL replied:

I will have a look at the papers and advise the honourable member after I have perused them.

Mr. Tonkin: Don't be trapped!

INDUSTRIAL DEVELOPMENT

New Industries for Western Australia

2. Mr. HEAL: The Minister for Industrial Development made an interesting statement last week at a meeting or a dinner, and the report appearing in the newspaper was to the effect that there was £1,000,000 worth of new industries coming to this State per week. Would the Minister advise—
 - (1) What were the new industries to this State over the past few months?
 - (2) Did he mean that they were industries which proposed to come here in the future?

Mr. COURT: The comment reported was part of an address I gave at the University on Thursday night; and the reference was to the rate at which industry had been attracted to this State. If the honourable member cares to place his question on the notice paper, I will be only too pleased to supply a list of those industries.

BILLS (3): INTRODUCTION AND FIRST READING

1. Totalisator Agency Board Betting Act Amendment Bill (No. 2).
Bill introduced, on motion by Mr. Craig (Minister for Police), and read a first time.
2. Bills of Sale Act Amendment Bill.
Bill introduced, on motion by Mr. Court (Minister for Industrial Development), and read a first time.
3. Noxious Weeds Act Amendment Bill.
Bill introduced, on motion by Mr. Nalder (Minister for Agriculture), and read a first time.

LAND ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 20th September, on the following motion by Mr. Bovell (Minister for Lands):—

That the Bill be now read a second time.

MR. KELLY (Merredin-Yilgarn) [4.52 p.m.]: The Bill, in some respects, very closely resembles the parent Act, particularly in so far as it is in complete keeping with the parent Act in the extreme length of its clauses and subclauses. At first sight these long clauses appear to contain excessive verbiage; but it is difficult, I feel, to condense them to any great extent without losing their purport. The parent Act is in nine parts, and clause 2 proposes to add an additional part to section 2 in order to make provision for the following portions that are explained in the Bill.

Section 47 of the Act is one in respect of which the Minister gave us a long explanation. Clause 3 eliminates and replaces a subsection now in the Act. The new provision will increase the permissible land-holding that can be granted in certain circumstances from 5,000 acres to 10,000 acres where the Minister feels the extra 5,000 acres are necessary in order to produce an economic farm unit. To some extent that can be agreed with if the special circumstances are foremost at all times in the Minister's mind.

Mr. Bovell: It is the Governor.

Mr. KELLY: Yes; but it is on the recommendation of the Minister, which is substantially the same thing.

Mr. Bovell: Fair enough.

Mr. KELLY: I think the provision is reasonable if the extra 5,000 acres that the Minister and the Governor may grant are confined to grazing land—land of second class and third class; and provided also that the ratio the Minister mentioned—that is, five acres of grazing acres to two acres of cultivable land—applies to the 5,000 acres only: the original 5,000

acres mentioned in the parent Act. That would result, of course, in the granting to a single applicant of 10,000 acres; and if it were granted on that basis I think this clause would be quite commendable. On the 5-to-2 basis it would mean that a single applicant could be granted 1,430 acres of first-class land and 8,570 acres of what we term grazing land. I think that is a fair allocation for anybody, particularly in this advanced period when lands generally—that is, Crown lands—are becoming scarce, particularly top-grade land.

So if the Minister's intention is the granting of the extra 5,000 acres on that basis, I would not find a great deal of fault with the Bill. But if the formula applied to the 10,000 acres, it would be a totally different picture, and one that I think we should look at many times before allowing it to pass this House. If the formula on the 5-to-2 basis were adopted in respect of a 10,000-acre grant, it would mean that 2,860 acres of first-class land would be made available, and 7,140 acres of grazing land.

I think the increase in first-class land on that basis would be excessive and unwise, particularly in these times when lands are becoming more scarce. So if the amendment passes in its present form and the suggested ratio is adhered to, future land allocations up to a maximum of 10,000 acres could be granted on the recommendation of the Minister and the approval of the Governor. I consider that would be a rather dangerous precedent to establish; the land granted under these conditions would be far in excess of what is reasonable and fair. I notice the Minister did mention Midland and the area south of Mingenew. Probably when he replies he will elaborate on his intentions in that connection.

I am afraid that if the amendment covers all lands—that is, up to 10,000 acres—the discretionary powers will be too wide; and it really means that this House will be giving the Minister a blank cheque. That is totally wrong. This clause should be more specifically worded. If it were, it would bring clarity to the measure which is not present at the moment.

In view of the Minister's comments, it is difficult to understand subsequent portions of his explanation to the House. He stressed that in future we will be dealing mainly with light lands—that being practically all that remains in the State. That is not quite so. We still have a fair area of first-class land, but the preponderance, by a big majority, of the types of land which would come within the purview of these amendments consists of the poorer types.

In his comments, which I found some difficulty in lining up with the rest of the Bill, the Minister lessened the differential between the value of our first-class lands

and our second-class or grazing lands; and he gave as some of his reasons that he brought these two types of lands closer together owing to the fact that trace elements had made a great deal of difference to the operations on certain types of light lands; that there had been more scientific knowledge brought to bear in regard to farming generally. Of course, that is quite true.

Finally, he mentioned that improved practice was narrowing the margin between the best land and the poorer land. I should think that really defeated the case he submitted in support of his desire to increase this acreage from 5,000 to 10,000 because we would now be faced with the possibility of any person having granted to him 10,000 acres—even on the 5-to-2 basis—and even with the addition of the few odd hundred acres of second-class land that would be nearly equal to first-class land.

So I think we would be defeating the objective of the parent Act which has operated for many years and which, in the main, has been found to be reasonably satisfactory, because that Act enabled selectors to obtain control of 5,000 acres which was a fair and reasonable tract of land for any one person to control, particularly when it is realised that a large part of that 5,000 acres comes under two separate sections, greatly different in character. So I think the Minister has, to some extent, made it difficult for his case to succeed in the circumstances outlined. However, I would be quite prepared to agree to the size of the holding being of 10,000 acres under special circumstances, but the second 5,000 acres to be granted should be grazing land only.

The balance of the amendments set out in the Bill will simplify land transactions in several directions. For instance, road closures have always been rather a lengthy process. The legislation under which roads are closed has always made the procedure very lengthy and has caused a great deal of delay. The same applies to the transfer of land no longer required for railway purposes; that is, land on which discontinued railway lines lie and where those lines pass through various properties. Finally, a similar position arises with a rabbit-proof fence that has fallen into disuse and the adjacent land on either side, by a process, reverts to the Crown, but the method of reallocation is unduly lengthy.

The provision in the various clauses of this Bill will, firstly, simplify the transference of land to the Crown. Secondly, it will undoubtedly eliminate a great deal of the delay which, in the past, has occurred in transferring such land to a particular person; and, finally, those persons in whose property the resumed land lies will have the opportunity—in those instances where they are holding land on either side

of the resumed land—of obtaining the extra land between the two properties without recourse to any further legal action. In other words, if they were the successful applicants they would have the land granted to them without the need for any further action other than making additions to their existing titles.

The Minister will have the power to fix the price of this resumed land, and he will also have power to determine the amount of compensation that shall be payable to the person concerned. All of these amendments will expedite the existing law and will improve it greatly.

There are a couple of matters I would like clarified when the Minister replies. Proposed new section 118A, as set out in clause 5, establishes the conditions that will apply when a road passing through a person's property is closed, and where it is necessary for the Crown to determine another route for the road. This could either be an advantage or a disadvantage to the original holder of the land. For instance, that land which represents a closed road could quite easily be useless. I have inspected some areas in which people have sought the closure of roads but have subsequently found that the roads passed through badly washed ground, swamp country, or other waste land which certainly was of little use to the holders of the adjacent land.

According to this proposed amendment the Minister could determine—and, I might add, determine by exercising his right of resumption without payment of compensation—whether a road should be closed, and the alternative route for the new road which would pass through another owner's property. As I say, he could make this determination without any payment of compensation to the owner affected; and the Governor, on the recommendation of the Minister—again without payment of compensation—could make an order declaring that upon payment of the price fixed by the Minister so much of the land in the closed road shall be vested in him without any right of appeal.

It is quite possible, if we look at the position very broadly, that the land to be exchanged might be a vital portion of the holder's property. Although it could be the best course for a road, the land affected could either be the best portion of his property, or the use of that land for the road could cause him a great deal of inconvenience. These days most farmers plan fairly thoroughly the use of the area which they hold. Even though finance is not available at the time for development, plans are made, and over a period of years these plans are put into effect.

It is quite possible that the resiting of a road could inconvenience or disrupt the improvements planned by a farmer. Of course, there would be the added factor

that farmers would be compelled—for their own benefit, anyway—to fence both sides of any road. The Minister might have some explanation as to how this could be done without inconveniencing anybody or without depriving anybody of his rights, but a reading of proposed new section 118A does not give one the impression that a holder would have a reasonable chance to avoid being directed in this regard.

The other matter I would like clarified is set out in proposed new section 118D. This provision deals with the vesting of additional Crown land. Up to the present, in this amending legislation we have dealt with the closure of roads; with the reallocation of roads; with the disbanding of a rabbit-proof fence when it is no longer required; and we finally come to the disused portion of railway land being vested in the owners of contiguous land.

So in dealing with all these matters this appears to be a redundant provision because the Minister is now asking for the right to grant additional Crown land. I think our conception of most of the circumstances which are bringing about re-vestment cover land which is already held, except for the narrow strips of roadways, fence lines, and railway reserves. It seems rather peculiar, therefore, that linked with all these matters is one that deals specifically with Crown land and the necessity for the Minister to have this power to make boundaries enclosing an area which the Minister would consider to be the required acreage, and granting him power to straighten boundary lines.

I would point out that there are no Crown lands in the type of circumstances with which we are dealing. The Minister may have some specific case in mind with which he can deal with this proposed amendment; and if that be the case it may be used only in one set of circumstances; but normally the conditions are as I have outlined them. So I am at a loss to understand where these additional Crown lands, which the Minister has mentioned, can be brought into a Bill of this nature. That covers all the comments I have to make on the Bill.

I consider the Minister would be wise to give a fairly straightforward answer on the allocation of these large areas because they are vital to many of the future transactions of the Lands Department; and I think it would be wrong, particularly at this stage when the amount of available land is rapidly diminishing, to be brought to a stage where we are to grant double the amount of land which has been available for settlers in the past.

MR. BOVELL (Vasse—Minister for Lands) [5.13 p.m.]: I thank the member for Merredin-Yilgarn for his comments on the Bill. I will reply firstly to the

comments directed at the proposed amendment to section 47 of the Act. In my second reading speech I made it quite clear that areas of land regarded as being uneconomic, from the point of view of the 5,000-acre limit, are now being considered for development.

The Government appointed a committee consisting of financial, agricultural, and Lands Department officers to investigate some areas south of Mingenew as a first step towards finding land for economic use. The chairman of that committee was Mr. J. P. Gabbedy, a commissioner of the Rural and Industries Bank; Deputy Surveyor-General T. Cleave; and Deputy Director of Agriculture F. L. Shier.

This committee found that these lands could not be developed economically because of the broken contour nature of the country within the 5,000-acre limit. It was considered that by making the area larger—and 10,000 acres has been the area suggested in special circumstances—what is now regarded as waste land could be brought into economic production.

Mr. Kelly: Doesn't this legislation, as it is presented to this Chamber, embrace all land?

Mr. BOVELL: That is so; but I would like to relate the position concerning the subdivision of Crown land as it now exists. The 5,000-acre limit applies everywhere. In my particular area, and in the dairying districts generally, an area from 200 acres to 500 acres is classed as the economic limit. In the subdivision of the Esperance area it ranges from 1,500 acres up to 3,000 acres, and over. In those areas we have been releasing recently—the Ravensthorpe area, and those along the south coast—the subdivisions have been approximately from 2,000 to 3,500 acres.

All subdivisions are made on the basis of an economic unit. This is done on the advice of the professional officers in the department, the chief of whom is the Surveyor-General. As I have said, it is done on the basis of an economic unit after classification, and after a full investigation of the type of land to be released. That is how the 5,000-acre limit applies now. It has never been instanced in recent years, anyhow, where the department and the Minister have approved of areas—say, in my own electorate, for example—of up to 1,000 acres of good land, and which would be considered greatly in excess of an economic unit from a dairying point of view, because of the classification of land.

Where there are broken areas, and where the contour of the land is not suitable for development as a whole, it may be necessary to take such action. Recently we released land in the Denmark shire; and on the recommendation of the Surveyor-General we made it available because of the broken contour of the areas

which were larger than the other parts of the Denmark shire; and because some of the land within the units which were made available was considered not to have a productive potential, as was the case with the other parts of the single unit—even though they could be developed later.

For my own part—and I feel it would be the same with any responsible Minister—the recommendation in the first place for the subdivision of any areas would be on the advice of the Surveyor-General. It would be quite irresponsible of any Minister to allow areas of land for selection, which the Surveyor-General considered were not right from an economic point of view; nor would it be right to grant too much land to one applicant.

The general principle that has been adhered to over recent years—during the member for Merredin-Yilgarn's time as Minister for Lands, and when the present Agent-General was Minister for Lands, and in my own time—was that the Land Board allotted one economic unit to one person. That is the generally accepted principle of land allocation. Also, particularly in the Esperance area and the newer areas and larger subdivisions, special developmental conditions are applied, and unless those conditions are adhered to the land is subject to forfeiture.

As far as I am concerned, I propose to accept the recommendation of the Surveyor-General made in the normal way. He will submit in the usual manner recommendations for the release of land in certain areas. There will be attached to the brochure certain developmental conditions, and certain improvements which are considered necessary. I think it would be unfair to split areas; and so we will allow 5,000 acres for conditional purchase, and up to another 5,000 acres if considered necessary; because, as I tried to convey in my second reading speech, the unit will be an economic unit as a whole, as it is known under present-day developmental conditions.

Accordingly I think the honourable member's fears about one person getting too much land are quite groundless. The sole objective of this exercise is to bring into production areas of land which are now non-productive, and where there is no prospect of having them brought into production. I certainly will not recommend to the Governor that areas be made available unless I am satisfied, on the recommendation of the Surveyor-General, that the position is satisfactory, and that there will be some prospect of developing the areas economically.

Furthermore there will be no wholesale releases of these areas. We will have a trial period; and we will impose in the settlement conditions certain developmental obligations upon the successful applicant; and if the exercise is not successful,

Parliament will have the right to review the position from time to time. I believe we must now make a move to try to bring these vast areas into production—I refer to those areas which are non-productive at the moment; and in which, on the advice of the authorities, it is considered that 5,000 acres would not be an economic unit.

The committee in question—which is an excellent one—has circulated its report to the shires where the investigations were made; to the Farmers' Union; and to other interested organisations. It is proposed that the committee shall continue to investigate further light land in the Lancelin area and in the Eradu plains area, and also in other districts. I quote those particular areas as examples to show that there is a prospect of bringing such areas into economic production. I do give an undertaking, however, that there will be no wholesale release of these acreages in excess of 5,000 acres, and to a maximum of 10,000 acres. We will treat this as an experiment, and will watch its progress very carefully indeed.

The other matters referred to by the member for Merredin-Yilgarn were in relation to the closed roads alienation portion of the Bill. Apart from the principles that were incorporated in the Closed Roads Alienation Act, which became redundant when the Local Government Act was enacted in 1960, the only two new principles are the matters of bringing in rabbit-proof fences which have become redundant; or bringing in certain widths of land contiguous to the holdings of the farmers concerned.

The other point is the question of railway routes that may be altered from time to time. As far as these are concerned, I think I explained in my second reading speech that the special Bill dealing with rail closures incorporated this principle; but there are times when the railway route is altered, or the railways deviated, and when there is no provision in any Act to deal with land which might become redundant for railway purposes; and accordingly provision is made to include rabbit-proof fences which have become redundant, and also to include railway land which is redundant as a result of re-routing, and other alterations which may have taken place.

Mr. Kelly: I am in accord with all the sections except those two I mentioned.

Mr. BOVELL: I do not know whether the honourable member has studied the Closed Roads Alienation Act which, as I said in my second reading speech, was enacted in 1932, and which continued unamended without serious challenge—if challenged at all—until 1960, when it ceased to exist with the passing of the Local Government Act. The provision to which the honourable member referred in the Closed Roads Alienation Act, which

has ceased to function, has been incorporated in the Land Act. Instead of having a special Act it was considered by the Crown Law Department that these provisions should be incorporated in the Land Act.

Mr. Kelly: I was only concerned with the re-routing of a road through properties, which could cause great inconvenience.

Mr. BOVELL: So that there will be no misunderstanding I would like to quote from section 5 of the Closed Roads Alienation Act. If the honourable member is still not satisfied he may then care to raise the matter in Committee. Section 5 reads as follows:—

Where a road has heretofore been, or hereafter is, closed as being no longer required as a road and is Crown land, or where any land remains in a closed road after the powers conferred by sections three and four of this Act have been exercised in relation to such road, and such remaining land is Crown land, the Governor may, on the recommendation of the Minister, by Order in Council declare that upon payment of the price fixed for the same by the Minister, so much of the land in the closed road as adjoins the land of a person holding land contiguous thereto shall vest in such person for an estate or interest similar to that held by such person in the land adjoining the closed road as aforesaid:

I do not know whether the member for Merredin-Yilgarn raised any other points on which I have not touched.

Mr. Kelly: There was the matter regarding additional Crown land. Where do you get these additional Crown lands from?

Mr. BOVELL: I think I am right in saying that these lands become additional Crown lands and are added to the contiguous holdings by administrative act, and without the issue of a special Crown Grant. They come under the Transfer of Land Act because they are freehold and revert to the Crown and become additional Crown land. That is what I take it to mean. The Transfer of Land Act, of course, covers freehold land but does not cover Crown land. Any land which was formerly freehold and which reverts to the Crown becomes additional Crown land and is dealt with as Crown land. As I understand it, that is what the clause refers to, and I hope I make myself clear.

Mr. Kelly: The reason I thought that was not the case was that in each instance we have dealt with the areas firstly as land resumed by the Crown and finally re-vested in adjacent land holders, now we have another section introduced dealing with additional land.

Mr. BOVELL: Whereas they would remain under the Transfer of Land Act, in this case they revert to the Crown and

become Crown land and a decision is made under the Land Act and not the Transfer of Land Act.

I think that in some people's minds there is confusion between the Transfer of Land Act and the Land Act, which Acts, as the honourable member knows, are separate. Instead of the land reverting under the Transfer of Land Act it comes under the Land Act and is dealt with as Crown land and not freehold land.

Question put and passed.

Bill read a second time.

In Committee, etc.

Bill passed through Committee without debate, reported without amendment, and the report adopted.

EDUCATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 20th September, on the following motion by Mr. Lewis (Minister for Education):—

That the Bill be now read a second time.

MR. W. HEGNEY (Mt. Hawthorn) [5.35 p.m.]: I would like to indicate to the Minister for Education that it is not my intention to oppose this Bill in any way. On the contrary, it is my intention to support it, although I am a little surprised at the mild criticism of the efforts of the previous Government to increase the school-leaving age. To my mind, this is a very small move forward when one examines the proposition. I am not going to criticise the present Minister because he has only been appointed recently, and he is entitled to every consideration.

I had a look at the reports in *Hansard* for 1957, during which year an amendment to the Education Act was introduced. This amendment was to provide that the school-leaving age could be raised to 15 years in stages; and as the Minister for Education of the day, I indicated to the House that it was the intention of the Government to increase the school-leaving age in two stages of six months each.

Most members know that the first move to increase the school-leaving age was in 1943. As the Minister mentioned in his speech, it was intended to increase the age from 14 to 15 years. The then Labor Government introduced that legislation, but it was not to take effect unless the provision was proclaimed. However, owing to circumstances which have obtained since that time—which I do not propose to deal with at any length—it was found impracticable to raise the school-leaving age in one stroke.

In 1957, after a lot of consideration, and after discussion with the Director of Education—now known as the Director-General of Education—the Government

decided that the time was opportune for a move to be made to increase the school-leaving age. That was in 1957; and, as I said, some members of the present Government who are now Ministers mildly criticised the action of the then Government and pointed out that it was impracticable to increase the school-leaving age owing to the shortage of classrooms and the size of the classes.

I think every member of this Chamber will agree, irrespective of his political views, that it is pitiful in these days to think that children cannot be kept at school or that the Government is not in a position to ensure that children will be kept at school until they reach the age of 15 years. We know that it is necessary for children to be well educated and given a good grounding or basic foundation to be able to meet the complex future, but many children are obliged to leave school at the immature age of 14 years.

This proposal is distinct from the Act which is on the statute book and not proclaimed, and simply means that children will be kept at school until the end of the school year in which they reach the age of 14. I am of the opinion that it would be preferable to have a specific leaving age. There will be an interval of up to 10½ months between the ages of the children leaving school. Those who were born in January or February will have to attend school until approximately the 22nd December, and those reaching 14 years of age on the 21st December will leave school the next day.

To my mind this is a discrimination. I am not criticising in any way, because I believe something has to be done; and this move, mild as it is, will be a step in the right direction. There is this to be said, too: that if all the children are going to leave school on the 22nd December there will be more competition for employment; whereas if children leave school over a period that position will not occur.

I know the Bill also gives discretion to the director-general to permit a child to leave school before the end of the school year if the circumstances of the parents so warrant; or if the interests of the child, in the view of the director-general, are served and suitable employment can be obtained. It is a great pity that the time apparently has not yet arrived, in the view of the Government, when the school-leaving age can be raised to at least 14½ years. I think that every member in this Chamber hopes that the day is not far distant when the Commonwealth Government will realise that the time has long since passed when 14 years was the requisite age for a child to leave school.

We all know that many children, when they leave school, accept the facilities and opportunities which are offering in connection with technical education, but I

think the foundation of children's characters and the foundation of their basic education would be better served if they remained at school until at least 15 years of age. So I am going to support the proposition; and I would like the Minister to indicate, if he is in the position to do so, when the measure, if passed, is likely to be proclaimed, because I think it should be given a trial.

However, I do not think it will entirely meet the situation, and I hope that before very long the Government will be in the position to ensure that the leaving age will be raised to at least 15 years. The Minister mentioned that in a few of the other States the school-leaving age varies. In New South Wales the age is 15 years; and I think that in Tasmania it is 16 years; but in the other three States it is the same as in Western Australia. I hope that there will be continued representation to the Commonwealth Government because it is no use blinding ourselves to the fact that the State, of its own resources, cannot increase the school-leaving age.

I think the time has arrived when the Commonwealth Government should realise, the same as it has done in connection with grants to the universities, that additional amounts should be made available to the States specifically for the needs of education. Any money spent on education, whether by the State Government or the Commonwealth Government, is the best investment that could be made.

Other items dealt with in the Bill are machinery matters, and just tidy up a few sections of the Education Act, and I am in full agreement with them.

The position regarding welfare officers is also dealt with. The Act was amended in 1957 to provide for welfare officers as against compulsory officers, and it extended certain powers to those welfare officers. Where an officer finds that a child who is of school age is not attending school, that officer may under the present Act take the child to the parents' home; and if neither parent is there it is incumbent on the welfare officer to take the child to either parent's place of employment. That provision has apparently been found to be a little uncomfortable both to the child welfare officer and to the child's parents. The amending Bill provides that the welfare officer can take the child back to school until the school hours are finished, and then the child becomes the responsibility of its parents.

Under the 1957 amendment a child who absented himself from school could be dealt with in the Children's Court, and if convicted could be placed on probation and become subject to the jurisdiction of the Child Welfare Department. The Bill proposes that the child in such circumstances shall be committed to the care of the welfare officer. I was pleased to note that

the Minister stated in his second reading speech that discussions had taken place between the Education Department and the Child Welfare Department and that both departments were in agreement on the proposal.

The Bill also provides that if the provisions of the Act regarding school attendance are not observed a child may be summoned before the Children's Court and may be committed to the care of the Child Welfare Department until school-leaving age is reached. I think most of us look with some distaste on references that children should be sent to institutions. However, it is proposed in the Bill to delete references to "an institution." Subsection (1) of section 18 of the Act reads as follows:—

If a child is constantly and habitually absent from school, the parent of such child may be summoned on the complaint of a compulsory officer or an inspector, or of any other person authorised in that behalf by the Minister, before a children's court under the Child Welfare Act, 1907-1927, to show cause why such child should not be sent to an institution under the said Act.

The amendment provides for the deletion of the words "sent to an institution under the said Act," and for the substitution of the words "committed to the care of the Child Welfare Department under that Act." I agree with that proposal. Subsection (4) reads:—

The parent shall, if of sufficient ability, contribute for the maintenance and training of the child in such institution . . .

In view of the proposed amendment to the previous subsection, I suggest that subsection (4) should read that the parent shall, if of sufficient ability, contribute to the maintenance and training of the child by the Child Welfare Department. I do not propose to move an amendment to that effect. I think the Minister could have that aspect tidied up if he feels so disposed.

Another provision in the Bill deals with the jurisdiction of the Government teachers' tribunal set up under the 1960 Act. That tribunal deals comprehensively with matters affecting teachers. It has been found that there is some doubt whether the tribunal can deal with allowances to teachers in prescribed districts, and the Bill extends that power to it.

The tribunal will be able to hear appeals by teachers who are charged with gross inefficiency. Under the present Act teachers can appeal to the tribunal against penalties for misconduct, but they cannot appeal if charged with gross inefficiency. I think that teachers should have full scope to appeal against any conviction whatsoever.

There is another provision in connection with teachers' training college students. Such students are not classified as teachers under the Education Act but they are, to all intents and purposes, in the same position as apprentices in the various trades. There are quite a number of matters which affect teachers' training college students, such as allowances and so on. Such students may be disciplined or dismissed for certain reasons. As they will ostensibly become teachers in either 12 months' or two years' time, they should have access to the tribunal similar to that extended to teachers. I think the tribunal would be the proper body to deal with the matters affecting teachers' training college students. I have pleasure in supporting the second reading.

MR. DAVIES (Victoria Park) [5.51 p.m.]: I would like to say a few words in connection with the Bill, which I support with some reservations. There is no doubt a greater need for higher education, but the measures contained in this Bill do not propose to extend the standard of education to any great extent. In effect, this Bill is not a very great step forward; all that is being done is to make use of existing facilities until the end of the school year.

As the Minister explained in the House the other night, where a class of 14-year-olds—or a class of students who are going to turn 14 years of age during the year—commenced with about 50 pupils, by the end of the year the class may have dropped away to about 30 pupils. This means that the teacher's programme will have been seriously affected, and the whole class will have been upset. Rather than upset all these people, the Minister proposes to keep all students at school until the end of the year in which they turn 14 years of age.

I would like some clarification from the Minister on the application of the proposed amendment to the school-leaving age. If a student turns 14 on Christmas Day—the day after the school year has finished—does he have to go back to school the following year and do another 12 months' schooling? If a student turns 14 in January—before the new school year commences—does he have to complete the whole of the school year?

Mr. Lewis: No.

Mr. DAVIES: The Minister shakes his head and says, "No." There is another point which I think is worth considering: If a student leaves school at the age of 13, and in the same year that he leaves school he turns 14, after the school year has finished, will that student have to return to school the following year, or is he going to be 12 months behind most of the other students who leave school?

I know it is difficult to make laws to fit every particular case, but I believe that we could have the clause reworded in some

way if it would assist in keeping children at school and providing them with extra education.

I do not entirely share the Minister's enthusiasm when he says that students will apply themselves to their work knowing they have to stay at school until the end of the year. The type of student who leaves school on the day he turns 14, or very shortly after, is usually an irresponsible type of student. No matter how long we keep such students at school, they are not likely to apply themselves with any greater diligence. This is something which we cannot assess, but I think it is something worth considering.

I would have liked the Minister to give figures on the drop-out rate of those who turn 14. I should like to know whether that aspect is really upsetting the organisation of classes, as the Minister maintained. Possibly he may have those figures available. It would be interesting to know how many of those students who turn 14 in a particular year do not complete the school year. However, I suppose that by keeping them at school they must, even the densest of them, learn something. But whether they are going to learn something which will better fit them to take their places as citizens in the community is something about which I have my doubts.

The drop-out rate of students is a matter of great concern to most of the western countries these days. I attended, while in America, a seminar of vocation guidance officers at the University of Colorado, and the attitude of students on this matter was causing them a great deal of concern. The vocation guidance officers felt that if only they could keep students at school for another year or so the students would be better fitted to take their places in the community; but as soon as the students turned 16, they were anxious to get away.

There is another provision in the Bill to the effect that the Governor may extend the school-leaving age by proclamation from time to time. Like the member for Mt. Hawthorn, I hope that the specified time of the proclamation will be brought down within a very short period. I think it is something to which we should give greater attention.

Clause 5 of the Bill deals with the right of the director-general to give permission for a student to leave school once he turns 14 years of age, provided he has a suitable job to go to. This is another hit-and-miss chance which will have to be taken. Many things can happen, and it becomes almost impossible to assess whether a student is going to be suitably placed in employment. One has to look at the student's attitude once he starts work. One has to look at the employer's attitude; at the student's aptitude for the work; and at what could happen to the company.

We can only make an assessment in a general way. If permission is granted to a student, and after a short time he finds he is no longer in employment, is it proposed that the director-general can order the student to return to school, or would he remain unemployed until he could find some other suitable type of employment? That is merely a thought which occurred to me. Although the Minister indicated that the director-general's permission would be freely given for a number of years, I think it is necessary to have a fairly close look at the method of application.

I now wish to make one or two comments with regard to the truant provisions. In these days of economic difficulties it is often necessary for both parents to work. In such instances it might be embarrassing to have delivered to its parent's place of employment a child who had been wagging it. The provisions in the Bill appear to overcome that aspect and to be a practical approach to the situation.

With regard to the proposed amendments to the section which deals with the teachers' tribunal, once again I consider they are only practical applications of what is desired. The establishment of this tribunal is relatively new, of course. There is little doubt that from time to time it will be necessary to make amendments to this particular section, until the tribunal has been made into a truly representative one.

While on the question of the tribunal, one amendment I would have liked to see introduced is in relation to the employees' representative. I understand there is no fixed salary for that person, and the teacher who is successful in the election continues to receive his ordinary teacher's salary.

In my view there is no incentive for a person to apply for such a job in those circumstances, and we are certainly not going to get the best candidate available if we only pay the same salary as he is now receiving. In my view the only way to get the best possible person as an employees' representative is to make the salary worth while. I believe that the other representatives' salaries are also fixed, but the employees' representative can only guarantee getting the salary which he now receives should he be successful in the election.

That is about all I want to say on the Bill at present; and, as I said at the start, I support it with some reservations. I hope the day will not be far distant when we are able to fix an actual leaving age, and that it will be in excess of what the Bill proposes, because there is no doubt that the world in which we live today demands a higher standard of education for almost every type of employment.

MR. ROWBERRY (Warren) [6.2 p.m.]: I, too, would like to commend the Bill to the House, because anything that purports to advance education should have the support of all right-thinking persons in the community. In regard to the clause in the Bill which extends the attendance at school to the end of the year in which a pupil becomes 14 years of age, I would like to take the member for Victoria Park a little to task when he suggests that pupils who leave school at 14 years of age are irresponsible. I cannot subscribe to that attitude at all, being one of a large family who had to leave school at the age of 14 and begin work in a mine immediately afterwards—the day afterwards as a matter of fact. I reject the accusation of irresponsibility.

I left school at the age of 14, and through dire necessity I had to spend many hours burning the midnight oil to make up for the years I could have spent at school had the economic position of my family been such as to enable me to remain there. I would suggest that the pupils of either sex who are successful at school are those who have parental support and guidance behind them all the time; and if the parents of those pupils do not have the necessary finance, or their economic situation is such as not to allow them to remain at school, then the parental support is missing because of dire economic necessity.

The member for Victoria Park very nearly found the right solution when he dealt with the clause which gives the director-general the right to allow a child to leave school in the year he turns 14, provided he has suitable employment. This indicates that the director-general, the Education Department, and the Minister have taken into account the fact that there might be economic circumstances which would make it absolutely imperative for a child to leave school and help the family budget. However, I really believe that more inducement should be given to allow those children who have to leave school because of economic necessity to continue with their schooling either at the technical college or at some other evening classes.

In Scotland they have a very good system of evening classes to cover ordinary education, and not just special technical education, up to the leaving standard or matriculation standard at the university level. There, even if a child leaves school at 14, he can continue with his education either through continuation classes, evening classes, or whatever they may be called, and eventually he can matriculate.

I agree with those members who have said we require more and more technical education. We require more and more of our children, especially our male children, to remain at school for as long as it is economically possible for them to do so. I believe the reason why so many children

leave school is because of economic necessity, and for no other reason. Figures taken out on a population basis indicate that the lower the income the bigger the family, and that is another reason why so many children probably leave school at the age of 14 even though they may have the necessary intelligence and the innate knowledge and intellect to enable them to benefit from an extended education.

Until such time as more provision is made not only to provide education, and facilities for education by building more classrooms, but also to provide the parents with a sufficient income to allow them to leave their children at school until they are older, I think we are beating the wind. In the matter of children continuing with their education, I think we should heed the words of the prophet, "Seek ye first the Kingdom of God and all these things shall be added unto you". We are supposed to be raising the standard of living by our great industrial leap forward, and yet all we are going to do in regard to this matter is allow the children to stay at school until the end of the year in which they turn 14. That is not a very big stride forward.

Until we seek the Kingdom of God by improving the economic circumstances of the people in the community I do not think there is any possibility that we will have the educated group, either technically or academically, that is so necessary for us to be able to hold our place amongst the nations. I support the Bill.

MR. LEWIS (Moore—Minister for Education) [6.9 p.m.]: I thank those members who have contributed to the debate, and generally for their support of the Bill. One or two queries have been raised; and they are very pertinent ones, too. The member for Mt. Hawthorn did indeed make a valiant attempt to increase the school-leaving age by stages in 1957 when he was Minister for Education. However, from what I can learn, the factor which prevented that from being done was the extra finance that would have been required for the necessary classrooms, teachers, and so on. The same position confronts the Government of today.

This Government would very much like to have the school-leaving age increased to 15 years of age; but on inquiry we found that the necessary extra classrooms—that is, over and above the normal expansion needs—which would be required to meet the increased school-leaving age, together with the equipment and teachers and so on, would cost the State no less than £1,200,000 in the first year.

We then had a look to see if we could have a transitional stage, such as the former Minister for Education, the present member for Mt. Hawthorn, envisaged, whereby it could be done in stages; but we found that the cost of increasing it to 14½

years would be £600,000—in other words, about half of the total to increase the age to 15. Of this sum two-thirds would be required for capital expenditure. Because of these facts we have introduced a provision which is contained in the Bill under which a child will be compelled to continue at school to the end of the school year in which he turns 14.

The member for Victoria Park raised a query as to what would be the position where a child was 14 years of age before school commenced. He asked whether that child would be obliged to attend school during the rest of that year. It is not proposed to compel a child in that position to continue at school if he does not wish to do so, but only if he turns 14 after the commencement of the school year.

Mr. Davies: It's a pity.

Mr. LEWIS: Personally I would very much like to extend the school-leaving age; because, as one who was obliged to leave school rather earlier than I would have liked, I realise the value of education. I know this might be open to question, but I believe that in the year in which a child turns 15 he will learn more than in any other one year of his school life; and I think an older school-leaving age is a goal that we should strive to reach as quickly as possible.

A question was asked as to when it was proposed to proclaim this legislation. The clause has been included because the Child Welfare Act is affected; and as soon as the necessary amendments to that Act are passed, I see no reason why this legislation should not be proclaimed immediately so that we can bring it into force for the beginning of the year 1963. The great virtue of this provision of course is that it will enable us to make a step forward. It is a compromise between the present situation and what we might term the desirable one of making it 15 years; but it is a compromise which the State can afford because no great finance is involved.

As regards the employment situation, at the moment about 100 children per month choose to leave school, for various reasons, on their 14th birthday. This is something that exercised my mind, and I was concerned as to the impact these youngsters would have on the employment market when they all left school together at the end of the year. I made inquiries from the Secretary for Labour and we have been assured that this position will not cause any disruption. On the other hand, it is agreed that the extra one year's school, which would be the case in many instances, would fit the children better for their later life, and therefore from that angle it would be very desirable.

We have also received the approval of the Employers' Federation to this proposition. That body, too, considers that this number could be absorbed at the end of

the year; in other words, instead of 100 being absorbed every month, because they are not available they would be absorbed at the end of the year.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. LEWIS: Before the tea suspension the member for Mr. Hawthorn made some comments on the truancy provisions of the Bill. I promise to have those comments investigated; and if clarifications are decided upon I undertake to have them incorporated, by way of amendments, in another place.

The member for Victoria Park asked a question as to whether any provision has been made, in cases where children are granted exemption by the director-general from continuing their schooling after they reach their 14th birthday, for such children to re-enter their schools, should employment prospects not measure up to what they desired, or for any other reason. I assure him there is no objection in any way. I doubt whether it would be legal, even if desired, to prevent such children from re-entering school and continuing with their studies.

The honourable member also asked a question—although it is not relevant to the Bill—regarding the remuneration of the teachers' representative on the teachers' tribunal. I am informed that the teachers' representative was the former principal of the Perth Modern School, and he still retains that status although at the moment he is not employed actively in that job. For his position as representative of the teachers on the tribunal he receives an extra £150 per year. If at any time the teachers' representative is changed then the new representative will retain whatever status he holds, prior to his election to that office, plus £150 per year. Again he will retain his status with the department in the event of his ceasing to be the teachers' representative.

The member for Warren asked if provision has been made to enable a child, who has left school, to continue his studies at night school or in some other way. I assure him there is already provision to enable children to study at night schools for all subjects normally taught in day schools, even those beyond the Leaving standard. So that situation is already being catered for by the department. I thank members for their reception of the Bill.

Question put and passed.

Bill read a second time.

In Committee, etc.

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Lewis (Minister for Education) in charge of the Bill.

Clauses 1 to 4 put and passed.

Clause 5: Section 13 amended—

Mr. W. HEGNEY: I draw attention to the wording used in this clause. I have no doubt the director-general will act in a fair way; but because in other sections of the Act the Minister is the responsible person, I desire to move an amendment—

Page 3, lines 9 and 10—Delete the words "Director-General" and substitute the word "Minister".

Section 3 of the Act specifies that the administration and control of the Education Department shall be vested in the Minister for Education, and for that reason he should be responsible for administering the provision in clause 5. Further, section 20 provides that the parent of a blind, deaf, mute, cerebrally palsied, or mentally defective child, shall notify the Minister in writing of the name and whereabouts of the child within one month after he attains the age of three years. So, in all cases, the Minister is the responsible person.

Similarly, in section 21 of the Act the Minister is empowered to refuse the admission of any child to any Government school if accommodation has been provided in another Government school nearer to his dwelling place, or if there is more suitable accommodation in some other Government school within the prescribed distance.

In many sections of the Act the authority is vested in the Minister for Education, and for that reason he should also be responsible for administering the provision in clause 5. In practice the director-general will make a recommendation to the Minister; and whilst I have every confidence in the senior officers of the department I am of the opinion that the appropriate person is the Minister.

In future, in respect of cases covered by clause 5, no doubt representations will be made by parents of such children to members of Parliament, and they in turn will refer the matter to the Minister. I hope the Minister will agree to the amendment, because the terminology will conform to the present practice.

Mr. LEWIS: In the proposals which the director-general first brought before me, the term "Minister" was used. This matter appears to be one of very minor detail; and in view of the fact that in the first two years of operation under this provision a considerable number of applications for exemption are expected to be received, I thought one way to short-circuit the procedure was to give the authority to the director-general, because when the applications are received by me they will have to be referred to the department for investigation. Parents dissatisfied with the director-general's decision will still retain the right to approach

the Minister. However, for the reasons outlined by the member for Mt. Hawthorn I have no objection to the amendment.

Amendment put and passed.

Mr. W. HEGNEY: I move an amendment—

Page 3, line 13—Delete the words "Director-General" and substitute the word "Minister."

Amendment put and passed.

Clause, as amended, put and passed.

Clauses 6 to 11 put and passed.

Title put and passed.

Bill reported with amendments.

PAINTERS' REGISTRATION ACT AMENDMENT BILL

Council's Amendment

Amendment made by the Council now considered.

In Committee

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Wild (Minister for Works) in charge of the Bill.

The CHAIRMAN: The amendment made by the Council is as follows:—

Clause 3, page 3, lines 1 to 3—Delete paragraph (c) and substitute the following—

(c) by deleting the word "Incorporated" in line three of subsection (2).

Mr. WILD: I move—

That the amendment made by the Council be agreed to.

This was an error made in the drafting of the Bill. The Chamber of Manufactures is referred to as the Chamber of Manufactures Incorporated, which is incorrect. The purpose of this amendment is to make the name conform with the registered name of the organisation.

Mr. GRAHAM: This is not as simple a matter as appears on the surface. Let me preface my remarks by quoting the few words I quoted earlier when the Bill was before us. The following is a note on a minute of the Chief Parliamentary Draftsman:—

The Act was a private member's Act and the Bill for an Act was not artistically drafted.

I cannot help but smirk as I read those lines because the position regarding the wording of this Bill is becoming progressively worse. If the Minister cares to follow me, he will appreciate the substance of what I desire to say.

First of all the Bill was passed through this Parliament last session with the name of one of the bodies to submit a nomination being, "the West Australian Chamber of Manufactures Incorporated."

That is the proper title of that organisation except that the word, "the" should have a capital "T". The Bill which was introduced to this House several weeks ago and which passed through this House made that organisation "The West Australian Chamber of Manufacturers" in two places in the Bill. The correct name of the organisation is, "The West Australian Chamber of Manufactures Incorporated". Therefore the action taken by the Government in two places in the Bill has made confusion worse confounded.

The Legislative Council accepted this title of "Chamber of Manufacturers" without the word "Incorporated" in one of the amendments; and in the second one—that is, the one with which we are dealing this evening—it seeks to strike out the word "Incorporated" where it appears, thus leaving the title as, "The West Australian Chamber of Manufactures". Therefore, in succeeding paragraphs or subsections we have it called, "The Chamber of Manufacturers" and "The Chamber of Manufactures". In neither case does the title include the word "Incorporated".

I checked this matter this afternoon with no fewer than three officers of The West Australian Chamber of Manufactures Incorporated, and those officers went to the strong room and inspected the official registered title which is in the terms I have outlined.

Therefore I suggest that the Minister or someone else should report progress in order that the matter might be further looked into with a view to amending the suggestion of the Legislative Council in order that the title might conform with the official title of the organisation.

Also, if it is possible—and I am a little uncertain of the procedure here—the reference made earlier to this organisation, which was approved by the Legislative Assembly and subsequently by the Legislative Council should also be corrected. What means can be employed in a message back to the Legislative Council requesting that it give reconsideration to this aspect I do not know; but I am certain that the Minister would like time for an officer of the Crown Law Department to study this matter.

Finally, I think the Chief Parliamentary Draftsman could employ his time a little more usefully in paying attention to his own drafting and his own accuracy rather than spend time by having a slight dig, in a minute, at a private member's Bill, in connection with which, incidentally, no fault whatever has been found in the drafting by anyone. If any faults had been found, they would have been a reflection upon another Government officer in the same department.

Mr. WILD: In the light of the submission of the honourable member, I can see that even if we deal with one point, we

have not touched the other one at all, and I am therefore quite agreeable for progress to be reported.

Progress

Progress reported and leave given to sit again, on motion by Mr. Wild (Minister for Works).

COMPANIES ACT AMENDMENT BILL

Council's Amendment

Amendment made by the Council now considered.

In Committee

The Chairman of Committees (Mr. I. W. Manning) in the Chair: Mr. Court (Minister for Industrial Development) in charge of the Bill.

The CHAIRMAN: The amendment made by the Council is as follows:—

Clause 17, page 10—Delete all words in this clause and substitute the following:—

Section one hundred and sixty-two of the principal Act is amended—

- (a) by substituting for the word, "was" in the last line of subsection (15) the word, "were"; and
- (b) by adding after subsection (15) the following subsection:—

(16) In respect to any annual general meeting held before the first day of January one thousand nine hundred and sixty-three it shall be lawful for a company to conduct proceedings and produce accounts in a manner as if this Act had not come into operation.

Mr. COURT: I move—

That the amendment made by the Council be agreed to.

The object of this amendment, which was agreed to by a large majority in the Legislative Council, is to ensure that any company can conduct its annual general meeting, if held before the 1st January, 1963, in accordance with the 1943 Act, presently in operation. It does not have any effect upon the general principle of uniformity, and therefore I feel it can be safely adopted by the Legislative Assembly.

Mr. J. HEGNEY: I read the debate which ensued in another place in connection with this amendment, plus the reports of the former Minister in charge of this legislation, who attended many conferences in the Eastern States from time to time. These reports indicated that there

was agreement between the other States in connection with the uniformity of this legislation.

However, notwithstanding all the discussions which have taken place and the amendments which have been made to this Bill, because certain States have not already adopted the uniform legislation certain members in another place who represent vested interests are a bit apprehensive as to whether this legislation will become uniform. Consequently to meet the interests of the companies here they have sought to have this provision included.

We should adhere to the proposal which left this place, and which the Government agreed to. The provision was inserted by the former Minister who had a great knowledge of this law and who had studied it over a number of years by way of discussions and consultations with Ministers of other States. They agreed on this uniformity, but now we find many amendments are required, and they have been submitted to this Chamber. The Government approved of them, and we should not recoil from that position. We should insist on uniformity and on the provisions included in the Bill some weeks ago being adhered to. I oppose the amendment.

Mr. COURT: Apparently I did not make myself clear. This amendment does not affect the principle of uniformity. Perhaps I could relate this to the Tasmanian situation.

Mr. J. Hegney: What are they trying to get around up there?

Mr. COURT: Nothing. In Tasmania the uniform legislation has been passed; and it was publicly announced last week that the legislation will be proclaimed on the 1st January, 1963. In other words, all the companies operating in Tasmania will continue, as is, under the existing legislation until the new Act becomes law through proclamation. They will not depart from that date; they have announced it publicly, and their legislation has passed both Houses. In effect, the authorities in Tasmania are allowing the companies there to hold their annual meetings between now and Christmas under the existing law; and, from the 1st January, 1963, when they proclaim the new Act, everybody will be subject to the uniform provisions.

In effect, the position will be exactly the same in Western Australia. Many companies have already held their annual meetings under the old Act, as they were entitled to do, but some have not. Those that hold their annual meetings between now and the end of the year will be entitled to hold them under the provisions of the old Act; and as from the 1st January, 1963, if this amendment is adopted, the uniform provisions will prevail; which is exactly the same position as will apply in Tasmania.

This does not depart from the principle of uniformity at all but just deals for a short period with the rules, one might say, under which a company must hold its annual meeting in respect of the financial year just ended.

Question put and passed; the Council's amendment agreed to.

Report

Resolution reported, the report adopted, and a message accordingly returned to the Council.

LOAN ESTIMATES, 1962-63

In Committee

Resumed from the 20th September, the Chairman of Committees (Mr. I. W. Manning) in the Chair.

Vote: Railways, £4,551,000—

MR. HAWKE (Northam—Leader of the Opposition) [8.5 p.m.]: The speech with which the Treasurer introduced the Loan Estimates was necessarily broad and quite general in character. Even then, as with previous Loan Estimates speeches, it was long enough; and I think, judging by the attitudes of various members during the period the Estimates were being introduced, it was far too long for many members. Those who are feeling self-conscious can relax, because I do not propose to mention any members by name in this connection.

Members who are new to the Chamber can obtain reliable details about the Loan Estimates in the printed document which was presented to us immediately prior to the Treasurer commencing his speech. The printed document does provide a fair amount of detail in connection with much of the major lines of expenditure, and also in connection with a number of lines of expenditure which would not be regarded as major.

The debate on the Loan Estimates naturally offers a very wide field for discussion because it gives the members of the Committee the opportunity to discuss a hundred and one subjects, many of which are of great importance to individual electorates and some of which, indeed, are of great importance to the progress and development of the State as a whole. So there is no limitation worth mentioning with regard to the field which members are entitled to cover in the addresses which they make during this debate.

I would encourage members, particularly new members, to take full advantage of this opportunity. They are at liberty to advocate for their electorates works and undertakings which they consider are required, and especially those which they feel will lead to increased wealth production, both primary and secondary.

Some members may have gained the idea by listening to certain people in this State over the last three years or so, or by

reading reports in the newspapers of some of their speeches, that all of the development and progress required for Western Australia during the next 100 years is well in hand; that it is well organised; that it is going forward—either leaping forward or lurching forward according to one's point of view—and that consequently there is no need for ordinary members of Parliament to give any consideration or attention to problems associated with the greater progress and development for our State.

I can assure any member who thinks that way, irrespective of whether he be on the Government side of the Chamber or this side of it, that much of that which has been spoken, on the lines I have referred to, is wind, to be very merciful. There are still many problems in connection with our progress and development, and still many opportunities and avenues which have not been thought of or discussed. Consequently it seems to me to be the duty of every member to offer for consideration by this House, and the public generally, any ideas or views which he holds.

I might add that no member should be discouraged from expressing his ideas and views by the thought that some of them might be either novel or a bit revolutionary. After all is said and done, that which is novel or revolutionary today can easily be the accepted thing tomorrow, and can then be looked upon as practical in every sense of the term and not merely theoretical and something in the nature of a dream. So, in addition to inviting members to participate fully in the debate, I also invite them to be as courageous as they possibly can.

The Treasurer told us the total amount of loan money available this year, in the normal way, for expenditure by the straight-out Government departments would be £23,522,000, including an amount of £3,000,000 for housing. In addition, there is to be a special amount of £894,000 made available by the Commonwealth Government to carry out works as soon as possible with the object of creating additional employment. We are thereby given a total of £24,416,000 as being the normal loan expenditure for the year.

I was very surprised to learn as the result of a statement made in public initially, I think, by the Minister for Agriculture and confirmed later by the Treasurer, that South Australia would, during this current financial year, receive in normal loan moneys, as a result of Loan Council decisions, £11,000,000 more than Western Australia. That would mean, on the basis of the figures I have already given for Western Australia, that South Australia would receive approximately £34,500,000 during the current financial year as against our £23,500,000.

Mr. Brand: Each State got a share of the employment-giving money, of course.

Mr. HAWKE: Yes; I understand that each State received a proper share of the special moneys made available by the Commonwealth for employment. I have, therefore, left that figure out of this calculation of the total amount which South Australia will receive in loan moneys as compared with the total amount which we in Western Australia will receive.

When I asked the Treasurer a question regarding this very great difference in amounts as between the two States he told me, and the other members of the Chamber, that this was brought about as a result of the operation of the Loan Council's formula. As I remember this formula, it was developed after the war and was based broadly, if not entirely, upon the loan expenditure in the various States during portion of the war period. It may possibly have taken in a year or two before the war and a year or two after the war.

Mr. Brand: I think it went back to 1927, really.

Mr. HAWKE: It may have done that; but, from memory, I know that it did take in a number of the war years, if not all of them. I am strongly of the opinion that in this matter Western Australia becomes heavily penalised because of the policy that was deliberately followed in this State during the war years in relation to loan expenditure.

Mr. Brand: I agree with you.

Mr. HAWKE: At that time the Prime Minister of Australia (the late Mr. Curtin) appealed to all the State Governments to keep their loan expenditure down to the absolute minimum for normal departmental works, so that the greatest possible amount of money available in Australia could be concentrated upon the organisation of a far greater war effort than would otherwise be possible.

The late Mr. John Willcock was Premier and Treasurer of Western Australia during the war years and, most loyally, he abided by what was required of the States in this matter by the Commonwealth Government. The result was that normal departmental activity in this State was greatly retarded because Mr. Willcock and his colleagues at that time considered it was the patriotic, and therefore the proper thing to be done. From inquiries made subsequently I ascertained that in other States, and particularly in the State of South Australia, the appeal of the Commonwealth Prime Minister was not responded to in the same wholehearted way. The net result, of course, was that loan expenditure in South Australia, and perhaps in the Eastern States as a whole, was far greater in those years, even on a population basis, than was the total loan expenditure in the State of Western Australia during the war period.

If my memory in that regard be reliable—and I think it is—it would appear that the operation of this Loan Council formula in these days, without alteration, is most unfair and unjust to Western Australia and, in fact, would seem to represent a penalty imposed upon us because, during the war years, Western Australia greatly restricted its normal loan expenditure in order that the Commonwealth Government might have far more Commonwealth money available to it for war organisation. I would hope some steps might be taken to make at least a reasonable amendment to the formula as it now operates.

I quite agree that, in this matter, whoever represents Western Australia at Loan Council meetings would be up against an extremely difficult problem, because if the formula were to be amended to take into account Western Australia's loyalty to the Commonwealth during the war years, presumably the other States which were not so conscientious at that time would suffer by the amendment in the formula which Western Australia would want to have made.

Mr. Brand: That is so.

Mr. HAWKE: Nevertheless, I think it is something at which we should keep hammering, even if no beneficial results came about.

Mr. Brand: I have attempted, during the last two Loan Council meetings to put this point of view; and, as a result of that, a committee of officials was appointed to inquire into this matter and make recommendations. But they returned to the fact that this is the law. Unless the Loan Council approves of an amendment to the Financial Agreement we are not going to break through with this one.

Mr. HAWKE: That is true; but there is a great deal of injustice in the situation—

Mr. Brand: There is.

Mr. HAWKE:—and there is no doubt that the application of the formula in its present form and containing the existing principles does inflict a great deal of injustice upon Western Australia in regard to development per medium of loan expenditure and, in effect, it has penalised the people of this State for the far greater degree of loyalty which they displayed in regard to this matter during the war years as compared with the other States of the Commonwealth.

It is ridiculous, on the face of things, to think that South Australia, which has not much more population than Western Australia, should in this financial year of 1962-63, be receiving, as a result of the Loan Council formula and decisions, £11,000,000 more than Western Australia. I think even the Premier of South Australia (Sir Thomas Playford) would agree privately, at any rate, that the difference is ridiculous—

Mr. Brand: It would want to be very private.

Mr. HAWKE:—and could not possibly be justified. It might have to be very private; but I think that, even publicly, the Premier of South Australia would agree Western Australia should get more, even though he would not agree that South Australia should get less.

Mr. Brand: He would say that he still had developmental work to carry out.

Mr. HAWKE: In addition to the normal amount of £23.52 million which Western Australia is to receive for housing, statutory authorities in Western Australia with borrowing powers are to be permitted to borrow £2.5 million, and presumably they will all succeed in borrowing the maximum amounts involved. In his speech the Treasurer told us that one of the governmental authorities with its own borrowing powers is the Metropolitan Water Supply, Sewerage and Drainage Department, and that during this financial year it will borrow from the State Government Insurance Office an amount of £150,000. As far as I know, this will be the first year that department will have borrowed on the basis of its own statutory authority.

In all previous financial years—as far as I am aware—the loan requirements of that department have been supplied from the general loan moneys available to the State Government. I am a little interested to know whether, at the last Loan Council meeting, the Treasurer received permission for the Metropolitan Water Supply, Sewerage and Drainage Department to borrow money over and above what was approved in the normal way for the State Government departments.

Mr. Brand: The approval was given for a lump sum; and I am sure that this was one of the points put up. However, we only got approval for a lump sum.

Mr. HAWKE: That does not actually deal with the question as to whether this £150,000 which the Metropolitan Water Supply, Sewerage and Drainage Department proposes to borrow from the State Government Insurance Office has been authorised as a specific item of borrowing from the Loan Council.

Mr. Brand: Of course it has been, within the approval of the lump sum. The Loan Council is not interested in the individual borrowing under these headings of semi-governmental expenditure.

Mr. HAWKE: I am inclined to think the Treasurer is wrong there. I know that when the lump sum is put up to the Loan Council meeting for consideration, and also prior to the Loan Council meeting, all the Commonwealth officers involved thought there would be the total item covering what the Government would require for the Metropolitan Water Supply.

Sewerage and Drainage Department. However, the point with which I am dealing is whether specific approval was given to enable the Metropolitan Water Supply, Sewerage and Drainage Department itself to borrow money to finance part of its activities during this current financial year, and I ask the Treasurer to make some inquiries of the Treasury Department and the Crown Law Department to see if the position which I think has to be met under the terms of the Financial Agreement has in fact been met in relation to this matter.

Mr. Brand: Approval for only the lump sum has been made. The State has a right to grant authority and the law has been examined to ensure that, legally, the Metropolitan Water Supply, Sewerage and Drainage Department could borrow money.

Mr. HAWKE: I know the Metropolitan Water Supply, Sewerage and Drainage Department can borrow money because its own Statute gives it the right to borrow.

Mr. Brand: The Loan Council has approved of a total sum and this is part of it.

Mr. HAWKE: I know the Loan Council has approved of a total sum including that which the department is listed to expend, but I am anxious to find out for certain whether the Loan Council approved of the Metropolitan Water Supply, Sewerage and Drainage Department borrowing £150,000 by virtue of its own authority.

Mr. Brand: I do not think it is necessary, but I will find out.

Mr. HAWKE: I think it is necessary that the Metropolitan Water Supply, Sewerage and Drainage Department should have Loan Council approval, the same as is obtained by the other semi-government bodies—if one cares to call them that—such as the State Electricity Commission and others concerned.

Mr. Brand: That is so, as far as the State Electricity Commission and other bodies are concerned.

Mr. HAWKE: Anyhow, the Treasurer has assured us that even though he thinks every requirement has been met, he will make further inquiries and advise us in due course, and that satisfies me.

In addition to the amendments I have mentioned under the headings of normal departmental loan expenditure, including the expenditure for housing, the special amount for employment, and the additional borrowings by State authorities with statutory powers to borrow, special Commonwealth financial assistance is to be granted to Western Australia for certain State works.

The first one mentioned by the Treasurer was rail standardisation works; and, in regard to this matter, he told us the Commonwealth Government is to provide,

within its own revenue, during the current financial year, £4.3 million; £1.2 million for beef roads in the north-west; and £.3 million for a new jetty at Derby. I am wondering how much of the £4.3 million for railway standardisation works is anticipated to be expended during the current financial year. I suppose if the full amount is not expended or committed it will be still available to the State Government from the Commonwealth in relation to the present financial year.

Mr. Brand: The Commonwealth is committed to find so much money as per the agreement—a total sum of money. I should imagine that if we did not spend it—and I hope we do—we will not lose any credit in that regard.

Mr. HAWKE: The Treasurer is not certain on that point.

Mr. Brand: We will not lose it.

Mr. HAWKE: I am satisfied with the explanation the Treasurer has made, although I think there would be no possibility of expending the amount stated here during the current financial year; but it would be possible, I agree, to commit it; and I suppose if the necessity arose, the Treasurer—and certainly the Minister for Railways—would not be backward in tying the whole thing up quite securely; and I will rely upon them to do it.

In addition, there are loan repayments, and other moneys coming back into circulation, as it were, to the State Government for expenditure by way of capital during the current financial year; and the grand total of all moneys from all sources which will be available to the Government during this financial year is approximately £38.7 million, which will be in excess by £5,500,000 approximately over the total amount which was available and expended last year.

In referring to the railway standardisation work, I would point out there is a great deal of concern developing at Northam in relation to the route of the proposed standard gauge railway line, the location of marshalling yards, and other essential ancillaries to the new standard gauge line. From what I have been able to ascertain, ideas and views have changed quite a bit in the last several months on these matters.

The initial proposal—and the one which seemed to be set, sealed, and delivered—laid it down that the existing narrow gauge railway line from Spencers Brook to Bellevue would in due course be abandoned; that the Great Southern railway line which comes to Spencers Brook would cut across from Spencers Brook to East Northam, and would then, of course, join up with the standard gauge line, and enable the 3 ft. 6 in. line to be continued from east Northam down to Bellevue and beyond.

In more recent times there appeared to be second or third thoughts—or whatever they might be—and no-one at the moment appears to know for certain what will be the final decision. This necessarily creates much concern and some confusion in the minds of the people at Northam. Many people up there will be affected by what is finally decided upon and done; and those affected will, of course, be property owners. House properties will be affected in some areas probably; and, naturally, people who have no financial means worth while, and who are not in a position overnight to establish a home for themselves in the locality away from the railway line, or the railway line route as proposed, have been going to the member for the district; they have been going to His Worship the Mayor of Northam, and to the town councillors in an endeavour to try to get reliable information on this point. But they have not succeeded.

More recently I asked for written information on the matter from the Railways Department, and the department was unable to give any information upon which anyone could rely; and consequently it does not want to say very much about the whole matter at this stage, because of a fear that anything which is said or put down in writing might unconsciously, from its point of view, mislead the people at Northam, and later bring a great deal of complaint on the department, or abuse of its leading officers.

So I hope at some stage of this debate we might be able to get some better lead on this matter. If it so happens that no absolutely reliable information can be made available at this stage, that will have to be accepted with as good a grace as possible. I understand the Government's expert advisers in this matter have not yet finalised their total consideration of the problems associated with the finalisation of the route, and where it would be best to put the marshalling yards and other ancillaries.

Mr. COURT: There is a difference of opinion among the top-level experts on this. The point you made earlier is a proper one. They are reluctant to commit themselves upon it, because if they do have to change their mind it is likely to create all sorts of ill-feeling and discontent. But they are anxious to have the best solution for the next 50 years.

Mr. HAWKE: That situation is understandable; and I am not attempting in any way to rush anybody into a hasty decision, because I think in the long run it could be the very worst thing which could happen. However, I trust the greatest expedition possible will be shown in arriving at final decisions and final conclusions; and as soon as they are made the parliamentary member for the district might be advised so that he can convey the decisions and the conclusions to the town council

at Northam, and have them made available publicly up there, so that everybody concerned and interested would know what was to be done.

Mr. J. HEGNEY: They made some bad blues a few years ago in regard to the Bassendean chord railway line.

Mr. HAWKE: That is so. Whilst I am on this point I have to express some wonderment at the fact that it was considered desirable to employ a firm of overseas consultants to advise the department, and the Government on presumably where the best route could be laid down; as to where the marshalling yards should be located; as to what sort of clearing of land should be carried out, and so on.

I should have thought that within Australia there would have been people who could advise the Government just as satisfactorily under those headings. We know that only recently in the Eastern States a uniform gauge railway was put in. Presumably they had the same problems broadly in deciding a number of these matters with which we would be faced in Western Australia. I should have thought the railways departments of New South Wales and Victoria would have expert men available, and the Governments of those States would have been quite willing and pleased to make their expert officers available to advise the Railways Department and the Government in Western Australia on some of the problems now facing us in this State.

Mr. COURT: We did seek assistance from Victoria in the matter, but they could not afford to make their men available; and we certainly did not have them ourselves.

Mr. HAWKE: I am still only one-quarter convinced that we could not from within Australia either obtain expert railway officers, or Australian companies which could have given us all the assistance we required in this matter at probably much less cost than we will have to meet now.

The amount of loan money made available for water supply work in the metropolitan area and in the country districts is in accordance with the total amount of loan moneys available reasonable enough, I suppose; although in my view the importance of water conservation in Western Australia cannot ever be sufficiently emphasised. Water is the one great necessity in this State which it is not easy for us to supply adequately in those areas where it is required. We all know that the needs of the metropolitan area are well met as a result of the building of the Serpentine Dam, and they are well met for several years ahead.

We also know other inquiries are proceeding in relation to the best sites to be chosen for the conservation of additional water supplies for the metropolitan area in the years well ahead. In the country districts, of course, the problem is not as easy;

and unfortunately it is all the more difficult and costly in the drier districts, because there is no great rainfall, and consequently there is no substantial run-off. The result is that much bigger reservoirs have to be constructed; or much greater pipelines have to be built which, of course, means far greater expenditure per million gallons than is necessary in heavy rainfall areas such as surround the metropolitan area, and such as exist in the southwest, and in some portions of the Great Southern.

I think one of the worst decisions ever made by any Federal Government in Australia was the one made by the present Federal Government to cancel the pound for pound subsidy which that Government was paying to Western Australia in connection with the comprehensive water supply scheme. We know the agreement between the Federal Government and the Government of Western Australia, which was made some years ago, provided for this pound for pound subsidy to apply to what was known as the then comprehensive scheme as modified by Parliament following the introduction of the major comprehensive scheme and its defeat in Parliament in the year 1946, if I remember correctly.

It may be argued on behalf of the Commonwealth Government that the terms of the agreement as between the Federal Government and the Government of Western Australia have been met; that the Commonwealth Government has carried out the agreement in connection with the scheme as laid down in the agreement, and therefore the Commonwealth has no obligation—certainly no legal obligation—to commit itself to any further subsidy for extensions to that scheme.

These extensions are being carried out in Western Australia; and, for the most part, they are being carried out in our drier areas. I should think there would be even more justification for the Federal authority paying a pound for pound subsidy to Western Australia for the extensions to the comprehensive scheme than there was for the payment of a subsidy on the actual scheme itself.

I am at an absolute loss to understand why any Federal Government would refuse to come in on a subsidy basis in connection with extensions to the comprehensive scheme. I have never heard anybody offer any reasons to the public as to why the Federal Government has refused to come in to subsidise the extensions; and the only reason or excuse which I can think of myself is that representatives of the Federal Government have said to representatives of the State Government, "If we subsidise extensions to this water supply scheme in Western Australia, we will have the Premiers of all the other States on our backs demanding subsidies for similar water supply undertakings in their States."

To some extent one could sympathise with the Commonwealth Government in such a situation. However, I would hope it would take a more statesmanlike look at the situation. For instance, we often read of Commonwealth Government Ministers talking about the great and overwhelming need for increased production; the great need for increased exports; and the great need for increased trade. I should think the best method to follow to build up Australia's total wealth and production, and especially our export production, would be to increase the volume of water conserved in all parts of Australia from year to year, because when water is conserved and made available to an increasing number of people then only are the opportunities for increased production and for new production amplified; and the total benefit to the nation becomes very great indeed.

It has been made clear during this session of Parliament that the Government is proposing to make further overtures to the Commonwealth Government in this matter; and I hope the overtures will be very strong indeed. I have no doubt they will stress some of the points I have made; and one of the main arguments to be incorporated in the overtures will be not only the great necessity for water supplies in the areas which are served by extensions of the comprehensive scheme, but also the fact that water supplies in these areas will be used for the purpose of increasing production, and increasing it very greatly, and thereby making a contribution to Australia's total wealth, and especially our export figures.

In connection with housing I want to say that in view of two major factors the necessity to have more houses constructed at Northam is something to which the officers of the State Housing Commission should give immediate attention. In the first place, there will be all the work to be carried out there in connection with the laying down of the new uniform gauge railway and the related new 3 ft. 6in. railway, together with, of course, additional activities which will be carried on there in connection with marshalling yards and all the rest of it.

In addition, a considerable number of new migrants have recently been located at Northam; and judging by the experience which followed the location of the first groups of New Australians who came to Northam, a considerable number of those affected will become permanent residents up there; and, together with their families, will at a later date require housing accommodation.

I hope we will not see again there the same sorry sight we saw after the first groups of New Australians came and required to be located in their own housing accommodation as against being located in the military camp or the military hospital. At that time we saw the Railways Department put a number of what could

not be called much more than shacks along the main road coming into Northam; and although these shacks, if I might call them such, were supposed to be temporary, they remained there for quite a long time. They were not only unsuitable for the reasonable accommodation of families, but they were quite an eyesore and, to some extent, a disgrace to the State.

So I would ask the Treasurer to arrange with his Minister for Housing to discuss this problem, which I am certain will arise with the appropriate officers of the State Housing Commission to ensure that steps will be taken early enough to provide adequate housing accommodation for the many new families which undoubtedly will require housing at that centre during the next year or two or three years.

In relation to regional hospitals I would stress that one has been listed for construction at Northam; and I hope the commencement with the necessary buildings will be made, if not during this financial year, very early next financial year. Having been a member of the Government which initiated the policy of regional hospitals in the country, I know other centres have had a prior claim as against Northam and that prior claim was admitted and recognised in the first instance at Pinjarra, if I remember rightly; later on at Albany; is very soon to be recognised in a practical way at Bunbury and Geraldton; and I think Northam follows next in order of priority. I know the Health Department has purchased the land at Northam for the new regional hospital; and I understand plans are being prepared and in due course when the necessary loan moneys become available there is not likely to be any hitch in having the work put in hand and completed within a reasonable period of time.

We have read something in the newspapers about the State Shipping Service; and the Treasurer, and I think the Minister for the North-West, have been softening up the people of the north with what appears to be an imminent decision to increase freights and fares on the State Shipping Service. We also know there has been an inquiry by an expert from the Eastern States into the management and operation of this service, and the Government is either sitting on the report or studying it and in due course—

Mr. Brand: Studying it.

Mr. HAWKE: —we, the people, will be given an opportunity of knowing of some of the things in the report. I do not propose to discuss this matter any further because there are in the House members from the north-west who are more personally and more vitally concerned on behalf of the people up there; and they, I have no doubt, will have quite solid views to express.

We have not yet had any Bills before us to set up the statutory board which is to control the Metropolitan Water Supply, Sewerage and Drainage Department. We have had a couple of items on the notice paper for many days which could possibly cover the proposal to set up a board. It could be that in connection with the State Steamship Service some board or some commission might come to light.

I do not want to follow either question any further except to say I hope the Government will not be in a hurry to shed ministerial responsibility in either direction to commissions, and boards, and what-nots. After all is said and done, it seems to me the best sort of government which people can receive is government which comes to them as a result of the operation of direct ministerial responsibility.

Mr. Brand: The S.E.C. has worked reasonably well, has it not?

Mr. HAWKE: Yes; it has. But I think the Treasurer would agree the generation and distribution of electric current is a nice sort of business. I suppose the generation and distribution of electric current is one of the brightest and most profitable activities in the world. I do not know of any such undertaking which cannot be carried on at a very great profit. So it would not be a good comparison to compare the State Electricity Commission with, say, a metropolitan water supply, sewerage and drainage board or a State Shipping Service commission or something else of the kind.

I think in these other matters where the people are very closely and directly affected, ministerial responsibility should be maintained to the greatest possible degree, because the people then have some safeguard and opportunity of making their voices heard and of getting a better hearing, if not a better deal.

Once a commission—or even a board—is set up, the people feel they have lost touch, as it were, with those who are in charge and they find they have to take, by and large, whatever is given; and after experience over a period of a few years, or perhaps less, with that sort of set-up, they give the thing up as hopeless. I know that where direct ministerial responsibility is operated it is a bit hard on the Ministers, and I know the political implications. But after all is said and done, that is what Ministers and Governments are for.

Mr. J. Hegney: Democracy.

Mr. HAWKE: Where Ministers and Governments are not prepared to accept and shoulder direct responsibilities then it seems to me such persons are not really fitted or fit to occupy such vitally important positions in what we are pleased to call a Parliament and self-governing democracy.

MR. BRADY (Swan) [9 p.m.]: I feel disposed to say a few words in connection with the Loan Estimates. Whilst I will deal mainly with railways I cannot help, after reading the Premier's speech—and I read it in addition to having listened to it—being disappointed that no reference was made to the possibility of building more homes for elderly people.

One has a great deal of difficulty in getting any aged person into Mt. Henry Home or the aged men's home at *Sunset*. The situation has been for some years now, that we could do with another aged men's home or aged women's home. I hope I may be excused for being a bit parochial, but I feel that the Government has an excellent site at Middle Swan, alongside the existing hospital, for such a home.

I focus attention on that particular area because I find that a lot of people from the eastern suburbs—and when I say "eastern suburbs" I mean that area between Perth and Midland Junction and for 20 miles beyond in all directions—have to travel to Nedlands or to the Mt. Henry Home, and the inmates of those homes lose contact with their relatives in the eastern suburbs. Not only do they lose contact with their relatives, but their relatives are put to a great deal of inconvenience and expense in having to visit them from time to time.

My main purpose tonight, apart from discussing the vote dealing with the railways, will be to request the Government—and I am sorry the Minister for Health is not in his seat—to give some consideration to building an aged men's home or aged women's home, or preferably a home where husbands and wives can be together; and I suggest that the home could be built in the area where the Swan Hospital is at present being constructed. I mention that area because I believe the kitchen and other facilities which are being erected in connection with the hospital could quite well provide meals for the aged people I have in mind.

I remember visiting the Mt. Henry Home some years ago. There was an arrangement at that time whereby an aged couple—a husband and wife—could live together in a small flat detached from the main building and the couple went into the main building for their meals. I think that is an ideal set-up; because if ultimately a husband died, his widow would have the company of the other inmates and she would feel at home almost from the time her husband passed on.

I would like to see that type of building continue, and something of that nature built in the eastern suburbs. If the Government cannot see its way clear to build in the Middle Swan area, then it might consider Blackboy, Greenmount, or Darlington, or some area where people from,

say, Moora, Bullsbrook, Gingin, Wundowie, and those eastern areas could still virtually be among their own people; and their relatives would be saved a great deal of inconvenience in having to travel from one end of the metropolitan area to another in order to visit their elderly folk from time to time.

In my own electorate there is a "C"-class hospital which has quite a number of inmates from the eastern suburbs. Very often those people, in order that they may be near their relatives are prepared to put up with the lesser standard of a "C"-class hospital rather than enter a home like the Mt. Henry Home, I hope the Government will give the matter some thought, and that the Minister for Health will be apprised of what I have said.

My electorate comprises, in the main, railway activities—the Government Railways running depots and the workshops at Midland Junction—and it is perhaps natural that I have more regard for those people than possibly for other concerns which are on a much smaller scale. Because of a tendency by the Government in recent times to let out work which was normally done by the Government Railways workshops, I am doubly keen to see that work is kept in those workshops which were originally built to do all railway work and to build up rolling stock—locomotives, waggons, and so on.

Quite naturally I watch the railway estimates very closely, whether it be the general Estimates or the Loan Estimates. I notice that on this occasion the figure for railways has gone down from £2,373,000 to £1,500,000. I am concerned to see that drop of approximately £800,000. Whether it will be as bad as it looks in the Estimates, I do not know. One cannot help thinking, when reading through other aspects of the Loan Estimates, that the major concern of the Government over the next 12 months is to build up new railways.

Mr. Court: Isn't that a good thing?

Mr. BRADY: I am not going to be critical. I think it is a very good thing; but it will be a very bad thing for my electorate and for the workshops if the work which is going to be done leaves the workshops high and dry from the point of view of employment, and the semi-skilled and unskilled who are likely to be affected. Ultimately the building up of the railways will be good for the State.

It looks to me as if most of the money set aside for railways will be spent on new activities. The new river bridge at North Fremantle is going to cost up to £610,000; the Kwinana deviation line for the alumina works will cost £635,000; and the standard gauge railway is going to take £750,000—or, to be correct, £761,000. Those figures are out of a total of £4,500,000.

I am intrigued by an analysis I made of the standard gauge railway figure; because, on page 5, it says that £761,751 represents the State's proportion (3/20ths) of standard gauge construction costs. If we divide £761,000 by three, that would give us 1/20th. If we multiply that 1/20th by 20 we get the figure of £5,078,000. Yet in another portion of the Premier's speech on the Loan Estimates he said that the contribution by the Commonwealth Government would be £4,000,000. I do not know whether there is any misunderstanding or whether it is a question of bad reckoning.

Mr. Court: He said it was £4.3 million.

Mr. BRADY: If the figure in the Estimates represents 3/20ths, then it would appear that the £700,000 has not been reckoned with. Where is the difference between £4.3 million and the £5,000,000 which I estimated here?

Mr. Court: The exact difference is £761,000.

Mr. BRADY: That is correct. Is that being spent on some other activity in connection with railways which is not referred to in the Estimates?

Mr. Court: That is in the Loan Estimates—item 9.

Mr. BRADY: I got my total by dividing the figure by three, which made 1/20th. Multiply 1/20th by 20 and we get the total figure which is going to be spent on the standard gauge railway.

Mr. Court: You are exactly right.

Mr. Brand: You are back exactly where you started.

Mr. BRADY: I am exactly right; I am back exactly where I started—so long as the Premier is not back exactly where he started. The Premier will be interested to know I am also concerned with the railways in his electorate. I am told that the running barracks at Mullewa are a disgrace to the Railways Department. I remember being in those barracks myself when I was a cleaner on the railways at Geraldton. That is going back 40 years, and even at that time the barracks had been built for 20 years. I am told they are still in existence and that the railway employees are looking for something more modern and up to date than the decrepit running sheds at Mullewa.

Mr. Brand: I had hoped that something would be done during the six years of the Labor Government.

Mr. BRADY: I hope the Treasurer will give some consideration to the matter from the point of view not only of railway employees but of his own electorate. The abutions block is practically non-existent, and Mullewa is one of the most important depots in the railways. The depot is used by men who come off the run along the Wongan Hills line and other places, and they have to work day after day in a climate

of 110 or 112 degrees. I think that a decent abutions block is the least that could be given to those men. I hope the Premier will get the Minister for Railways to have a look at improving the conditions of the railwaymen in the Mullewa area. I hope the Minister for Railways will have a look at it.

Mr. Court: He has looked at it.

Mr. BRADY: There is a move on foot to improve the automatic signalling in the metropolitan area. Railwaymen have looked forward to this for some considerable time. It will improve the conditions of the railways and will facilitate the transport of goods from the metropolitan area.

Another matter on which I wish to speak is the provision of money for the purchase of diesel electric locomotives. Railwaymen at Midland Junction are very concerned that the Government is bringing in locomotives from Queensland. They say they can do any work which the Queensland railway workshops can do; they can do it much better; they can do it quicker; and they can do it cheaper.

I would like the Minister for Railways to have some regard for that statement of those men. I believe they are in earnest. They are proud of their workshops. They have their draftsmen there who can do the work, and we all know what an excellent job they did a couple of years ago in connection with the new coaches, the ADAs and the ADX trailers, which are operating in the metropolitan area. Those men told me that apart from the power unit, which may have to be imported, they can do all the other work which is required. I think it is in the Government's own interests to try to get that work done in the workshops because it will mean more money being spent in the State; and will absorb some of the 4,800 unemployed in Western Australia.

Mr. Court: It will do nothing of the sort.

Mr. BRADY: I think it would be a better proposition than spending the money in Queensland, and keeping people in that State in employment. I would prefer to see the money being spent in Western Australia, utilising local materials, and employing local tradesmen.

Mr. Court: Don't you know that the workshops have a better works programme than they ever did under your Government?

Mr. BRADY: The Minister always talks about the programme of work being undertaken at the workshops, and yet the men there are doing more reconstruction work than ever before. They are going over all the old wagons and all the old locomotives—

Mr. Court: No.

Mr. BRADY: —and the old running stock. The apprentices want to get on to new work, and the men with whom they work want to do so, but they are not given the opportunity. I visualise that when the new standard gauge railway comes into being, and the new lines are built for the alumina refinery, and so on, and the line at North Fremantle, a considerable number of men will be employed on the work associated with those activities, and it could be that they will be fairly fully employed.

However, there was one item in the Estimates which intrigued me, and that is the continual spending of money at the railway workshops for extra machines and plant. It is only a few years since I walked through the workshops and the railway men pointed out to me machine after machine lying idle. In fact, in those days some of the machinery had not been uncrated. I have felt for a long time that the railway workshops could do a great deal more work than they are doing with the machinery that is available there. I believe the cost of getting work done under those conditions must be a great deal more than if the machinery were used to its full capacity. Even if the Government put on a second shift to get the work done the machines would be running for 16 hours out of 24, instead of probably seven hours a day as they do now.

If the Minister ever comes into the Chamber and tells me that the costs in the workshops are so high that he has to let out contracts to Tomlinsons and other people, I will quickly tell him that the reason why costs are so high is that the plant is not being used to its full capacity.

Mr. Court: I think it is being used better than ever before.

Mr. BRADY: I know the Minister is very keen; and although he tries to bowl me over, I know he will have regard for the statements I am making.

We have what is known as a Railways Department in Western Australia, but one would not think so when one looks at the money that the Government is spending each year on the purchase of motor vehicles. As I said here last year, it looks as though a great deal of the railways are being made into roadways instead of railways. I do not know what the idea is, but in the metropolitan area there are already too many motor vehicles, both private and commercial. We have the M.T.T. buses and now we see railway buses adding to the score. That in my opinion is not helping the State in any way. I do not like to see a lot of money being spent on road vehicles when we could be building our own railway rolling stock to do the work that these motor vehicles are doing.

I saw a classical example this morning. I went out with the Minister for Agriculture when he was opening the new abattoir extensions at Midland Junction. There is a railway siding there, but there was not one railway truck unloading stock, although there must have been 50 or 60 motor vehicles unloading stock for the sales which are to take place either today or tomorrow. It seems to be the tendency these days to allow too many motor vehicles to come into the metropolitan area from the outlying districts, when the goods they carry should be transported by the railways.

I know my friends from the Country Party will immediately be watching the position, and will point out how convenient it is to run their vehicles from the farms straight into the abattoirs. But I often wonder whether they consider the economic aspects of the position, and try to realise what it will cost them and the State in the long run. I believe that the present policy is losing money for the Government if sidings are built at places like the abattoirs, and the facilities are not used to capacity.

Then, of course, there is the backloading of these vehicles. That too means a loss to the railways and to the State. All these factors must be taken into consideration, particularly when we are speaking on the Estimates and the railways are one of the main activities mentioned in the Estimates. Because the railways are of such importance to my electorate I believe that I should refer to these matters.

There is not a great deal more that I want to say except that I was disappointed something has not been done about modernising the railway station at Midland Junction. I referred this matter to the commissioner last year but naturally everything now is based on when the standard gauge railway will be built, and the route of that railway is having a big bearing on any decisions made. The Government does not want to spend money on improving stations under these circumstances, and that is quite a logical explanation up to a point.

The same thing happened only a fortnight ago in regard to some suggested improvements to the Bassendean railway station. There is a very nice garden area there on the south side of the line, but the condition of the north side is so bad that it laughs at the other side. The roadways for motor vehicles belonging to railway patrons, commercial vehicles, and so on all require attention. A miniature rubbish tip had started but since I wrote in about the matter, and drew attention to it, this has been removed.

However, I would draw the attention of the Minister to an unsightly hoarding advertising various products which is right in front of the station at Bassendean. I think the Commissioner of Railways and

the Minister should have some of these eyesores removed, because surely the railways are not so badly off that they have to tolerate that sort of thing.

In recent times we have been told on several occasions that the railways finances are improving under this Government. If that is so, surely the department should be a little considerate about these other matters and assist the people in the eastern suburbs by removing some of the unsightly hoardings that have been erected along the railway line between Perth and Midland Junction. In particular I mention the one at Bassendean which is right opposite the station and which I feel should be removed.

I would also draw the Minister's attention to the fact that under the Government Railways Act there is an obligation on somebody—I think it must be the Minister—to see that the annual report of the department is tabled in this Chamber in September. For the last two or three years that annual report has not been tabled in September as is laid down in the Act.

The Act also lays it down that a quarterly report should be made to this House by the Commissioner of Railways. I have looked high and low on the Table of the House since the session commenced a few weeks ago, and the last report tabled was for March. There is no report for June. I cannot do justice to my electorate, the railwaymen, or the Railways Department, as a member of the Opposition, unless these reports are tabled in accordance with the Act; and it is of no use having an Act saying certain things shall be done if they are not done.

It is no good my trying to put up a case here for an improvement of the railways if, as the member for the district, I cannot be kept up to date regarding the activities of the Railways Department. I was very concerned to read the June report because I understand there have been one or two bad derailments on the Wongan Hills line. We read in one part of the Premier's speech that the permanent way and the general resleeper on the Wongan Hills-Goomalling line is right up to date, and then I hear information that there have been one or two bad derailments.

There was an inquiry in regard to one derailment, and the statement was made that the permanent way is in a bad condition and that that was responsible for the derailment of certain wagons and rolling stock. There was another derailment in the same area, or near to it, but there was no inquiry into that. To me it was obvious that an inquiry was not held because the same conditions prevailed.

Mr. COURT: There is always an inquiry into a derailment.

Mr. BRADY: I would like to see these reports tabled promptly so that we can read them and see what is happening in

the railways. I once heard of a private railway, and we were told about all the improvements that were being made in the finances of that concern. But all that was happening was that those responsible for it were skimping the jobs that should have been done, and at one stage that private railway was almost in a state of collapse.

Subsequently a new manager was appointed—a practical railwayman who knew something about railways—and he immediately started plugging up the holes by doing work that should have been done by his predecessors some years before. He immediately started to build new concrete and steel bridges where timber bridges and makeshift constructions had been used before. I hope the same sort of thing is not going to happen in the Government railways on a bigger scale. I can see it on a small scale myself; I have seen small jobs that should be done but which are not being done in the railways—I refer to general maintenance, keeping places clean, and so on.

As I said last year, in my opinion the removal of the usual amenities that go with a railway transport system, such as the removal—for the sake of £10 to £20 in rates—of the conveniences on the West Midland railway station, when there are 500 or 600 children going to the high school, and hundreds of other people using the station, was quite wrong; and the inconvenience caused to the patrons of the railways could not be estimated in money values. When things like that are going on in the railways, naturally one must be concerned about the position. I think I have said enough to let the Minister know that some things want looking at.

I have already referred to the derailments and I have mentioned the running barracks at Mullewa and the ablution facilities for railwaymen. When we are discussing the Loan Estimates I think all matters in regard to the railways should be mentioned, particularly when there are some things that require attention. I shall leave any other remarks I have regarding the Railways Department to the debate on the general Estimates, but I thought I would draw items of major importance to the Government's attention on this occasion.

I refer particularly to the provision of homes for the aged in the eastern suburbs. I am not going to be too parochial and say that they should be situated at Midland Junction or Middle Swan, but I think some provision should be made in that area. I have also referred to the fact that the railwaymen at Midland feel that they can build the locomotives which the Government is now importing from Queensland, provided the power unit is imported. I shall leave the rest of my comments regarding railways to the general Estimates.

MR. HALL (Albany) [9.30 p.m.]: I wonder why the Loan Estimates come before this House at all, especially when one takes into account the answers given to some questions I asked the late Minister for Police and the Minister for Works, in relation to the establishment of a new police station at Albany. The late Mr. Perkins agreed during the debate on the Estimates of last year that that police station would be built.

However, in answer to my question on the 13th September, 1962, the Minister for Works contradicted what had been said previously. I asked—

- (1) When is it anticipated work will begin on the building of the new police station at Albany?
- (2) What is the approximate cost of the proposed building?

The reply given by the Minister was—

- (1) and (2) This work was not included in the building programme submitted by the Police Department for 1962-63.

Later on I asked a question in this House without notice, and quoted the reply given by the late Mr. Perkins who had guaranteed the construction of the new police station out of the general loan funds. If this item had been included in the Loan Estimates it must have been submitted to the Loan Council and approved. It appears that the finance for this purpose has been diverted to another channel, and the present Government has not used the money for the implementation of the work for which it was granted.

To substantiate my statement I refer to a further question I asked in this House on the 11th October, 1961, which was as follows:—

- (1) What was the number of the Albany Police Force personnel, including inspectors, detectives, and sergeants, for the years 1955, 1956, 1957, 1958, 1959, 1960, and 1961?
- (2) Has there been any alteration, in respect of police station accommodation since 1955, at Albany?
- (3) What office accommodation has the Police Force at Albany, in which to carry out its duties?
- (4) Is there an amenities room provided for the Police Force at Albany?

The answer given by the later Mr. Perkins was—

- (1) 1955—12
1956—12
1957—12
1958—12
1959—17
1960—17
1961—20
- (2) No.

- (3) There are six offices—two upstairs and four downstairs. Those upstairs are used by the district inspector, his clerk and typist. The four downstairs comprise public office with counter, detective office, sergeant's office for five sergeants, and reporting office for constables.

- (4) No.

Furthermore, there were officers in the Crown Law Department building who were very inadequately housed. This was revealed to the Minister when he inspected the police buildings in Albany and saw the dilapidated state of the gaol and the accommodation used by the police officers as accommodation and for interviewing purposes. On many occasions when I was there, messages over the two-way radio were received, and the information was of a secret nature. These messages could be heard by anyone who was interviewing a police officer. The Government should be censured for putting up a false representation to the Loan Council and then using the money earmarked for the police station at Albany for other purposes.

The old hospital at Albany was intended to become a centre for the aged, under the previous Minister for Health; and when the present Minister took office I asked him if he would honour the intention of his predecessor. He said that he would. However, pressure was brought to bear from many directions as to the use of that hospital. Meetings were held in Albany, but some of them were poorly attended by the very people concerned—the aged people. A true decision was not arrived at by the people who were to be affected. We did get an admission from Dr. Henzell and the Under-Secretary for Health that the people of Albany would be told what was to become of the old hospital. It was to be converted to a boys' hostel. The municipal council had to write in to get that information.

It was agreed between the Under-Secretary for Health and myself that if he assisted the people at Albany to get a centre for the aged, I would waive my claim for a home for the aged in that town. Since then a controversy as to the establishment of a home for the aged has arisen.

After the let-down by the Government, I asked the Minister for Health a question relating to "C"-class hospitals and convalescent homes. The Premier in reply said there was one in Albany. I have no doubt that will be run efficiently. Let us examine the facts. Are we to place the aged people in "C"-class hospitals or in ordinary hospitals? Let us see how they will get on regarding payment. The Premier told us that the average charge in "C"-class hospitals was £14 14s. per week;

but how could aged people find this amount? The question seems to me either to place them in homes for the aged, or in ordinary hospitals, but we would be reducing the cost of running the hospitals by keeping the aged persons out and keeping them mobile. We have to realise the economic effect on aged people who have to be cared for. It is impossible for them to find £14 14s. per week for the cost.

The old residency at Albany was offered as a site for a home for the aged persons, but it was taken over for a boys' hostel. We did receive a promise from the previous Minister for Health that the old hospital would be made into a centre for the aged, but again the department took it over. It has left the residency in a state of dilapidation, the repair and maintenance of which will cost several thousand pounds. There is a feeling of resentment in Albany over this matter. The expense of resurrecting the old hospital and converting it into a boys' hostel will amount to £10,000, but this money will simply be poured down the drain. The only solution is to establish a "C"-class hospital which costs patients £14 14s. a week. I ask members if that is fair.

The Under-Secretary for Health said that the department would advance money to convert the old bowling club in Albany into a centre for the aged, but that proposition is in the melting pot. It is not intended to convert it into a home for the aged, but only a centre for the aged, where old people can meet and obtain meals. This will not be an answer to the housing of the aged people. If we fail to provide them with a home, we will compel them to enter the regional hospital and the cost will have to be met by the Government. I do not think any of the aged people can afford to pay £14 14s. a week, even if a portion was contributed by their children.

The Premier has admitted that the "C"-class hospitals and boarding houses are not the best. We are all aware of that, and some of us may have read the report in the newspapers about one such establishment in the Eastern States where the old people were tied to their beds. I hope that the same will not happen in Western Australia. There has been reference in the statement to under-nourishment in such establishments, but "under-nourishment and over paid" should be the slogan.

Another point I raised by question in this House was designed to obtain some relief for pensioners occupying homes, particularly State Housing homes, where electricity charges were not taken into account in the rent. The reply given by the Minister was that in the State Housing Commission standard rate schedule there was no provision for concessional rate for electricity charges to pensioners. I can see no reason why the Government

is not able to give an easement to pensioners in relation to such charges. These people are being attacked in every direction—as instance by the new bank charges on cheques—without having any method to supplement their income.

Another matter I wish to deal with refers to public works in Albany, and the amount of £6,000 allocated for Albany Harbour works. When the Premier introduced the Loan Estimates I told him we could spend this amount in Albany in one day, and nobody can disprove that. Great extension is required in Albany. There is need for a foreshore road and an overhead bridge at a different site for pedestrian traffic to the harbour.

Furthermore there is need for a third berth extension, because with the expansion of the hinterland the demand for an additional berth will have to be accelerated. This is borne out by the reference made by the Minister for Agriculture when he spoke of the vast expansion to as far as Esperance. The produce from all the hinterland and the newly developed areas, such as Mt. Many Peaks and Ravensthorpe, will be shipped through Albany.

At this stage I could comment on the European Common Market, and link the extension of the Geraldton Harbour to it. It is being enlarged to cope with the export of iron ore from Western Australia, to supplement the revenue of this State from the export of iron ore, to offset the reduced income from primary produce. I ask Country Party members, particularly the member for Roe and the member for Stirling, how they can support this expenditure by the Government, while only £6,000 has been allocated to the extension of the Albany Harbour which ships the produce from their electorates. I cannot see the previous member for Stirling agreeing to such a proposition.

Mr. Brand: They realise that a large sum of money was expended on Albany about six to 10 years ago.

Mr. HALL: Let us see what has been spent. I shall compare the figures of expenditure on the two ports—Bunbury and Albany. I shall not only tell the Premier how much has been spent, but also how much has been poured down the drain.

Mr. Brand: Go back to 1950.

Mr. HALL: Take the expenditure on Albany Harbour as shown in the financial statements for 1961-62. The loan capital for the Albany Harbour Board for 1956-57 was £1,630,791, but in the same year the loan capital for the Bunbury Harbour Board was £1,521,691. I can go on for hours quoting figures for comparison. The point is that working expenses, interest, and depreciation have been paid in respect of Albany; but they have not been paid in respect of Bunbury.

Mr Brand: Don't you think Bunbury should have a harbour?

Mr. HALL: I am not prepared to say what Bunbury should have. What Bunbury is getting is at the expense of Albany.

Mr. Brand: Don't you think we should go on with this development? Albany already has two berths; but what is the position in Bunbury? You tell me what we should do about Bunbury.

Mr. HALL: For the year ended the 30th June, 1960, the liability of the Albany Harbour Board for interest in respect of loan fund drawings for previous years was £34,203. During this year, the board met the interest charge.

Mr. Brand: So it should.

Mr. HALL: The board met an interest charge of £75,149 and reduced the arrears to £30,000 by payment of £4,203. Regarding the Bunbury Harbour, for the same year the board was unable to meet any portion of the interest charge of £80,297. Following the practice in previous years, interest was not charged in the accounts in respect of loan fund drawings within that year.

Again, for the Bunbury Harbour, dredging maintenance amounted to £215,000, as shown in the balance sheet, due to the Public Works Department for dredging. This amount represents that part of the cost incurred since 1945-46, which the board has been unable to meet from its revenue. It is so ridiculous that when something is making a profit it is given no more finance than £6,000 to stimulate the trade which is the backbone of the southern part of the State.

Mr. Brand: Did you have this book with you when you were canvassing during the Bunbury by-election?

Mr. HALL: I did not need it. When I saw the sand there, the only compliment that I could pay Bunbury was that it had entered the TV field.

Mr. Brand: The compliment I pay them is that they returned our Government.

Mr. HALL: I would like to go further and point out, to the Minister for Industrial Development in this particular case, that Albany is losing a first-class industry by the establishment of Laporte in Bunbury. The need to export ilmenite sands from Albany is essential. To substantiate that contention, I must point out that we have been able to obtain an assembly works for Japanese cars in Albany. Many tons of ilmenite sands are exported to Japan. I have tried to ascertain the names of the firms concerned and I am hoping the Minister will have that matter expedited for me.

By question and answer I was able to ascertain the amount of ilmenite sands exported. I would like to read the following article:—

Is Albany missing out on a lucrative ilmenite trade? Albany MLA Mr. J. Hall thinks so.

Although extensive examinations of ilmenite deposits have been made in the Cheyne Beach area east of Albany, no production has been recorded.

This was said recently in the Legislative Assembly by the Minister representing the Minister for Mines in reply to questions asked by the member for Albany, Mr. J. Hall.

Messrs. Hancock Prospecting Pty. Ltd., Frank Albert Moore and Phillip Robert Jackson held the dredging claims, the Minister said.

The holders report an expenditure totalling £17,000, however, no production had been recorded.

Not an ounce of production. I think it was sold once to them by another investor. If they keep investing in this way they will make a lot of money before one bag of sand is exported. The article continues—

The Minister said that in 1958 89,926 tons were exported from this State at an estimated f.o.b. value of £448,218.

Other year's figures are: 1959, 73,628 tons, f.o.b. value £353,076; 1960, 114,662, f.o.b. value £485,562; 1961, 123,538, f.o.b. value £557,889; 1962 to June 30, 69,868, f.o.b. value £303,196.

We have gone on exporting these sands and they have proved a lucrative form of income. Yet we find that this company, with sands which have a very high grading—they do not need much upgrading at all—have not exported any.

Let us have a look at what went through Bunbury: During the year 1958-59, 24 vessels called at Bunbury and lifted 3,074 tons. The article continues—

Other yearly totals were: 1959-60, 33 vessels, 2611 tons. 1960-61, 42 vessels, 3,258 tons. 1961-62, 44 vessels, 4,447 tons.

I ask members: Is there an industry to be picked up there or is there not? There would be a distinct advantage because of the double loading occasioned by the Japanese firms which are prepared to bring car bodies in for assembly. We have to trade with them because we are asking them to accept our primary products.

In further substantiation of Albany's claim for a third berth, I should say we could quote the actual port trade for last year. The Minister for Works is quite aware of the fact that cattle today are coming down Albany's main York Street, and going along Stirling Terrace to the

meatworks; and these could be diverted into Hanrahan Road and along the foreshore, which would take them right away from the town. That is another argument in favour of the development of the foreshore road.

The following is the port trade for Albany as reported in the local paper:—

Albany's port trade for the year ended June 30th increased considerably compared to the previous year's trade.

The Albany Harbour Board's statistics show that a total of 13 more ships entered the harbour for the twelve months.

The gross register of tonnage increased from 1,046,428 for the 1960-1961 year to 1,200,561 for the 1961-62 year.

Mr. Bovell: You know who was responsible for all that, don't you?

Mr. HALL: Does the Minister know?

Mr. Bovell: Yes. It was the McLarty-Watts Government which established the land-backed berth.

Mr. HALL: We had a lot to do with it when Mr. Hoar—who is now the Agent-General—was in office. A lot of the land was opened up then.

Mr. Bovell: It was all done before that. It was all done during the regime of the McLarty-Watts Government, which opened up the land around Albany.

The CHAIRMAN (Mr. I. W. Manning): Order! I think we had better have one speech at a time.

Mr. HALL: I take no credit myself for this development. Both Governments and all Ministers concerned should be given the credit for the development which has taken place. It would be just too silly to compare one Government with another.

Mr. Bovell: It was started during the regime of the McLarty-Watts Government.

Mr. HALL: Many heartaches have been caused to all Governments by the settlement. However, despite all this development, only £6,000 has been placed on the Estimates for harbour development; and this is despite the fact that £44,000 has been unexpended. If we had been given the £40,000 as well, which would have made a total of £46,000, we might have been happy. The articles continues—

Cargo shipped from the port increased by 65,000 tons from 328,309 tons for the year ended June, 1961, to 363,112 tons for the 1961-1962 year.

The total port trade including bunkers for the year was 526,340 tons compared with the previous year's figure of 478,775.

Oil bunkers supplied to ships increased by 500 tons, from 10,540 tons to 11,018 tons.

Rock phosphate imports for the 12 months totalled 82,006 tons, against 59,237 tons the previous year.

There was a reason for that, this being the build-up of superphosphate stocks. The export of apples dropped because a bad season was experienced. However this year we look forward to a bigger grain harvest, which will overcome the hazards of the apple crop.

Therefore Albany has a definite claim for further expenditure on the foreshore road. I would remind the Minister for Works that at the recent regional conference he gave an assurance that money would be spent in 1963-64. That may be all right; but with the development taking place, 1963-64 is going to be too late, because production is being increased steadily.

Another factor which must be considered is that the interstate lines are making a direct route from the Eastern States to Fremantle, by-passing the port of Albany and therefore not picking up the cargo there from the woollen mills and other industries. The result is that the commodities have to be railed to Fremantle and shipped through that port. Furthermore the 45,000 people who live in the primary-producing area in the Great Southern have to obtain a great percentage of their domestic requirements from the port of Fremantle from which they have to have them railed down in seatainer form, although the questions and answers did not reveal that, because they go into the depots where they are reloaded, and they go out again in a different form. I wrote to the Minister for Transport in connection with a particular case and he asked me to supply facts and figures. I have prepared those facts and figures and I am able to submit a detailed case to the Minister to put forward strong representation to have interstate ships go to the southern part of the State including Esperance and Bunbury. It would be in the interests of people in the southern part of the State.

I have here a detailed list of how much it costs per head to live, the cost of the commodities we use, freight costs, and so on. Perhaps I will read the list during the debate on the general Estimates. It proves conclusively that 45,000 people are dependent on the one port. Their primary products pass through it, and the people in that part of the State should obtain back-loading arrangements and avoid these freight charges, which are exorbitant.

On the front page of today's *Daily News* is the heading "Power Fault." Members will recall the black-out which occurred at Bunbury and which affected the primary-producing areas of Denmark, Albany, and Mt. Barker. Industries were forced to close down. The commercial life of Albany was disrupted and large quantities of refrigerated foods

were lost. When people are living a long way from the city the results could be disastrous. In the woollen mills some thousands of pounds worth of material may be affected, and we have also to consider the amount of lost time involved.

Now, within a matter of weeks, there is a power failure in the metropolitan area. One woman said to me, "I couldn't make a cup of tea." However, that state of affairs could get worse. Power houses are going to be pulled down for scrap, and there will be no emergency supply for the two towns adjacent to the electorate I represent. I ask the Premier to seriously consider having the power house retained.

I asked the Minister for Railways a question regarding fires which occurred on passenger trains. I asked him how many fires had occurred during the last three years on passenger trains in this State and on which trains they occurred. He replied that there had been five fires on passenger trains during the last three years, including the *Kalgoorlie Express*, the *Albany Progress*, and the *Mullewa Progress*. The fires were due in some cases to flames from a primus stove; and, in another case, to heat from a gas ring.

The Minister introduced the *Albany Progress* on the Albany run. The *Albany Progress* was as fine a train as I have seen for a long time, and people came to respect it. However, after a time they became very disappointed. It became the old shaggy dog set-up. Different types of coaches were put on the run and on one occasion I saw people sitting in a suburban type coach. It was like sitting in an iceberg. Mothers and children were trying to keep warm. The dog-boxes are bad enough, but here was a suburban-type coach for people to sit in. It was a good train, but it ended up like a shaggy dog story—hadn't any spots or any colour.

The *Albany Progress* was the modernised version of the *Albany Express*; and I would ask the Minister to see whether something could be done to maintain its modern characteristics. If conditions were such that primus stoves were being used, then it was no wonder that they had fires on the trains!

MR. FLETCHER (Fremantle) [10.1 p.m.]: I notice there is a slight increase in the anticipated expenditure of £22,476,000 compared with last year's expenditure of £21,531,000. I submit that the increase is in proportion to the inflation which took place last year and is consistent with the inflation which has taken place throughout this Government's term of office. However, I do not wish to become controversial on that point.

The Loan Estimates afford members an opportunity to cover various points of interest within their electorates. I propose

to deal more fully with the problems of Fremantle during the debate on the general Estimates.

In glancing through the Loan Estimates I see there are references to the Fremantle electorate, and I will touch on those points briefly. Under the heading of "Public Works" there is an item "Improvements to Harbours and Rivers." A figure of £199,000 is to be spent on the continued construction of the Fremantle fishing boat harbour, preventive works for ocean beach erosion, and provision of new jetty facilities at Rottnest Island and other minor works.

With reference to the Fremantle fishing boat harbour I am wondering whether the new mole which is at present being constructed will extend beyond the original mole in order to prevent the prevailing winds and sea from coming directly into the harbour.

Mr. Rowberry: And sand.

Mr. FLETCHER: And sand—I welcome that interjection—and seaweed. If the moles overlapped, the flotsam and jetsam would be carried past the entrance to the harbour. If the new mole is extended further out to sea and beyond the original mole, the harbour will be protected from the prevailing winds. I am hoping this will take place.

While I am on this particular item I think it would be relevant for me to again raise a subject which I raised here previously by means of questions to the appropriate Minister. At the moment the Minister appears to be taking notice of what I am saying. I refer him to my questions in Hansard No. 6, on page 694. They were in connection with the crayfishing industry, and I think it is relevant to this particular item. I asked the Minister for Works—

- (1) Will he, with a view to the elimination of fishing craft loss and crew fatalities, have a coastal survey undertaken between Fremantle and Geraldton, for the purpose of—
 - (a) surveying all possible anchorages as refuge for fishing craft in bad weather, engine or other trouble;
 - (b) having such anchorages marked with lights by night and trigs or other prominent signs for use by day;
 - (c) having such anchorages marked on charts or maps, to be made available to skippers of fishing craft?
- (2) Will he further recommend to boat owners that craft, rigging and superstructure be painted a sea-contrast colour to—
 - (a) facilitate sighting by search vessels or aircraft;

- (b) prevent possible collision with State Shipping or other vessels using our coast?

The Minister replied—

- (1) This matter is receiving attention but must be considered in the light of the considerable expense involved in such a survey.
- (2) Departmental officers are considering this proposal but it is doubtful whether any good would result from such recommendation.

I disagree with the Minister and this is my opportunity to say so. His reply to question No. (1) "This matter is receiving attention . . ." is in regard to the establishment of safe anchorages as I have suggested, but he did say that considerable expenditure would be involved. The crayfishermen themselves have surveyed the coast and have found temporary anchorages—insecure anchorages—and I submit to the minister that moorings and lights are required at these points. There is nothing more unfavourable than being on a lee shore and having an anchorage which one knows is not too good and knowing that the prevailing wind could put one on the rocks.

I say it would not be expensive. The type of light that would be required for "light by night" would not be a big expense to establish. Such a light would show the vicinity of the harbour at night and a trig—which is a triangular frame or cairn of stone—on a high headland behind that anchorage for use by day surely would not be expensive when one considers what this industry contributes towards our revenue.

The Press mentioned recently that it was one of the third largest money-spinners in the whole of Australia. It is not necessary to point out to the Government that dollars are extremely scarce; and I think it is desirable, in view of how this industry helps our economy, that we owe the amenities mentioned not only to the industry, but also to the men who engage in this dangerous trade. Admittedly, many do well out of the industry, but I do say that it is incumbent on a Government to establish safe anchorages for these crayfishing boats just as it is incumbent on the Government to provide safe landing facilities for the use of aircraft, both Government and private.

I think my question was worth while and I think the Minister's answer was unsatisfactory and I do hope that he will give further consideration to it in conjunction with the Minister for the North-West, because it touches on his portfolio, too.

I draw the attention of the House to the second part of my question in regard to painting crayfishing boats a sea contrast colour. Assuming a crayfishing craft has

broken down and that its superstructure is painted a blue colour, it is very difficult to notice against the sea, especially when a helicopter or aeroplane is trying to locate it. It would be extremely difficult to find such a crayfishing craft if it were in trouble at sea. I do think my recommendation was a worthy one and I ask the Minister to give further consideration to it.

Mr. Crommelin: Don't they have to carry navigation lights at night?

Mr. FLETCHER: That is so; but the colour of the boat matters very little at night.

Mr. Crommelin: You mean, to paint the decking, say, black and yellow?

Mr. FLETCHER: Yes. I would say it should be painted with any colour that contrasts with the sea so that aircraft or other ships would be able to see it immediately. That is not only my opinion; it is the opinion of men associated with the State Shipping Service, who have complained that they have had close calls with these small craft. I do think it is a commendable question—even if I did ask it myself—and one worthy of more consideration.

The next item I wish to speak on is No. 22, "School buildings, including furniture and equipment, £2,659,923"; and I notice that—I am not having a shot at the electorate of Bunbury—Bunbury, Belmont, Kalamunda, and all areas other than Fremantle get a mention in relation to the expenditure of this particular amount. In relation to equipment mentioned in this item, the Fremantle Technical School could do with some more machinery for the purpose of training apprentices. I know, from the trade union movement, with which I am still closely associated, that some of the tradesmen are not satisfied with the training facilities that exist at Fremantle. Admittedly, the instructors and those in charge down there do a remarkable job with the machinery that is available; but I understand that a machine known as a "slotter" would be of considerable advantage in the technical school. That is only one machine; there are others which would be beneficial to the better training of engineering apprentices in the Fremantle area.

I will admit there has been some industrial expansion which the Government has exaggerated into a leap forward; and, whilst I cannot go that far with the Government in this respect, I will admit there has been some industrial expansion in the Fremantle area, particularly to the south. But there is not enough in the way of training facilities for apprentices, and I say to the Minister for Education that consideration should be given to the installation of more training equipment at the Fremantle Technical School.

Whilst on this subject, I also deplore the fact that there is a shortage of apprentices in Western Australia. I have criticised the Government previously for the policy which has made this possible. The Government knows it is true that the Public Works Department, and other traditional training centres, have run down. As I mentioned earlier this session, it is not too late for the Government to make amends and to provide the facilities I have mentioned. It is a reflection on the Government that it is now necessary for us to go overseas because of the dearth of trained apprentices—of our own trained apprentices—to obtain tradesmen to come to Western Australia and compete with our own people in regard to the inadequate housing position.

Another item deals with the subject of the State Shipping Service. Others have made brief reference to this item tonight. Our Leader said he would leave it to others to discuss. I could quite safely leave it to the members for the north-west, but there are a few points I would like to raise. I notice that £436,000 is made available for the 1962-63 season. It seems a very small amount when one takes into consideration the acquisition of new equipment plus the new ship *Kangaroo*.

I regret that the Williams report was not available prior to the introduction of the Estimates. Unfortunately the report is coming to light after the Estimates, and I think that is regrettable, because if the report had been available members on this side of the House would have had an opportunity to debate it. The Government has an advantage—I assume it has knowledge of the contents of the Williams report—and accordingly we are at a disadvantage.

We can only form conclusions from Press comments. I have noticed a reference lately in the Press to an increase in fares and freights. It has been stated by interjection that we would have all noticed it, and I can only say that we noticed it with regret.

Mr. Jamieson: I do not know that there was any reference to a change in administration.

Mr. FLETCHER: No; and I will make a reference to that later. However, the Press referred to an increase in fares and freights, and I am wondering if that is related to the Williams report, and that that report has in effect suggested that this should be done. I will admit that the Premier is subject to the Loan Council in these matters, and that he has to make the position as favourable as possible so that we will not be disadvantaged regarding the sum of money allocated to this State. Whilst I concede that, I do make the point that it is completely unnecessary for the State Shipping Service even to attempt to show a profit. If it were uneconomic to run a railway to some remote

point in the country, would we stop doing so simply because it was uneconomic? Would the Government say, "It is not profitable to run that line, or to run this bus in this or that direction"? Of course it would not; and I submit it would be false economy to do so.

When we come to look at the State's economy on an over-all basis, it is the contribution made towards the economy by certain institutions or people that really matters; and even if the State Shipping Service does run at a loss—as it does—we should think of what it ultimately contributes to the economy of Western Australia. If we do that we accept the loss that exists, as we have done in the past. After all, I do not think it is a disproportionate loss, and I cannot see the necessity for increasing the fares and freights, unless it is to make it more remunerative for the private shipping lines that are possibly about to step in, as probably will be recommended—although I hope it will not be recommended—in the Williams report.

Mr. Court: How can you think the private shipping lines would be interested when the State Shipping Service is at present running at a million pounds deficit?

Mr. FLETCHER: That is so; but I do not think it is a disproportionate loss, and I cannot see that there is any necessity to increase the fares and freights, particularly in view of the development that is taking place in the north, and the impact that these costs would have on the north, and particularly at this point of time when the Government, as was its predecessor, is attempting to do so much in the north. I think it is false economy to think about increasing the fares and freights. The freight burden could have a detrimental effect on the overseas price of our produce. I mentioned earlier in the session how we are held to ransom by the overseas shipping companies, and I do not want that sort of thing repeated with the State Shipping Service. The freight burden could price us off the world's markets and, more importantly, it could price our northern settlers out of the district.

Every incentive should be given to these people in the north to see that they stay there and that their life is made as comfortable as possible. An increase in fares and freights is not conducive to a comfortable existence in that particular area. As I suggested, northern development demands the minimum costs for fares and freights, and we have to accept the fact that we cannot run the service at a profit. There is another point. I am wondering whether the Williams report is likely to recommend a commission to run the State Shipping Service.

Mr. Jamieson: I wonder!

Mr. FLETCHER: So do I wonder. I sincerely hope that will not happen. The Minister has got to have the necessary

viscera—guts, to put it crudely—to be man enough to stand up to criticism of his department and not pass the buck to some board or commission. If a concern is running at a loss, why should the Minister be put in the favourable position of being able to say, "It is not the Minister's fault. The board or commission runs it."

Mr. Jamieson: With all these commissions he will have an armchair ride.

Mr. FLETCHER: That is so, and that is the point I make. The Minister must be man enough to stand up and take any criticism that is offered. The same thing applies on a Federal basis. The Treasurer should be answerable to the people, Commonwealth or State, and he was answerable through Parliament under Labor Administration until the establishment of the Commonwealth Bank Board under the Menzies Government. The Treasurer should be answerable through the Government to the people who elect the Government, in the same way as Ministers should be answerable to the people of the State who elect them, and they should not hide behind some innocuous commission.

I wonder what portion of the £2,029,000 is going to be devoted to the establishment and maintenance of such a commission? Another point that concerns me about the prospect of the establishment of the commission is that it would have private shipping representation on it for sure, and we would finish up with the position that the Blue Funnel line, or other lines that trade along our coast, would be getting a share of the freight which had previously been carried by the State Shipping Service.

Mr. Rowberry: The profitable freight.

Mr. FLETCHER: Of course it would be.

Mr. Court: Profitable when they are losing £1,000,000 a year!

Mr. Rowberry: They would pick the profitable freight.

Mr. FLETCHER: Yes, they would pick the cream of the freight, and thus the State Shipping Service would be run at a greater loss than ever whilst the private shipping lines would take the remunerative trade and leave the incidental freight for the State Shipping Service to carry backwards and forwards to the north on an unprofitable basis. We can be sure that if a commission is appointed the private shipping interests will be represented on it, and they will be using their influence to put the private shipping companies at an advantage, to the disadvantage of the State Shipping Service. Any commodity that could be carried at a profit the private shipping companies would take over, and the State Shipping Service would lose further revenue.

I will admit that we incur the displeasure of the Grants Commission when departments show a loss, and I am appreciative of the difficulties that any Government, Labor or Liberal, suffers in regard

to the State Shipping Service. However, I do think the establishment of a commission would be to the detriment of the service. Let us say, for example, there were ten commissioners appointed to the commission. The Harbour Trust commissioners receive something like £4 each for every meeting; and assuming that in round figures there were ten commissioners appointed to a commission to run the State Shipping Service, it would mean £40 a week or £2,080 a year with one meeting each week. That is not a colossal sum, but it is an unnecessary expenditure of public money for the maintenance of a commission which I consider to be unnecessary. I do not think a commission would run the shipping service any more satisfactorily than it is being run at the moment, and for the reasons I have outlined I believe it would be to the detriment of the State Shipping Service.

I have already pointed out how our remoteness from the world's markets has put us at a disadvantage; and consequently the cheaper we can ship the freight from the north to our overseas markets the better it is for us. Rather than see the private shipping lines operating along our coast, if the State Shipping Service cannot cope with the position, I would sooner see the Government buy another ship. If the situation warrants such a course that is the one that should be adopted, and I would like the Minister's assurance that if the Williams report recommends the appointment of a commission, the Minister will take note of the points I have raised.

Mr. Jamieson: He might buy the *San Miguel*!

Mr. FLETCHER: Any influence the private shipping interests would have if such a commission were appointed would be to the detriment of the State Shipping Service. It is the lifeline to the people in the north, and their standard of living is directly related to the efficiency of the State Shipping Service. That is all I have to say on that subject. I can only hope the Minister was listening to my remarks. There is considerable quietness on the subject of whether there is likely to be established a State shipping commission, but I sincerely hope there is not.

I will now deal briefly with the matter of health, because under the various clauses on public health I can mention it. I notice a healthy reaction has been shown lately by the Press, which has published a series of articles on hospital problems. Item No. 4, under the heading of "Aged And The General Practitioner" was published as a feature article in *The West Australian* dated Monday, the 24th September, 1962. On the same date that newspaper published a leading article headed, "We Should be Studying How to Cope with Age." I agree with some of the remarks that were made.

It is indeed a healthy situation when one realises that the Press and members in this House tonight are taking an interest in, and making reference to, the hospitals which are giving treatment to our aged people and the effect which they have on the administration of our public hospitals. I will read the appropriate sections of this article, but I do not intend to read all of it. I am referring to the feature article headed, "Aged And The General Practitioner." I must commend the author of this article, Mr. Fred Morony, for compiling this series. Extracts from the article are as follows:—

The blunt truth is that modern drugs and medical skill are keeping many old people alive too long in a community that is not yet organised to look after them.

It would appear that that sums up the whole situation in a nutshell. Continuing—

Old people take up most of the beds in the general medical wards of Royal Perth Hospital,—

This position is also reflected in the Fremantle Hospital—

—where 17 per cent. are over 80, 46.6 per cent. over 70 and 66 per cent. over 60.

Those figures would appear to add up to more than 100 per cent. However, that is the percentages of the old people in relation to patients who are accommodated in Royal Perth Hospital. The article continues—

Geriatric patients—chronically-sick old people—are already a problem from the viewpoint of hospital efficiency. Doctors emphasise that geriatrics need active nursing care. But to a layman the presence of so many geriatrics at R.P.H., which provides high-power nursing treatment rather than care, seems as wasteful as using a blast furnace to boil a billy.

R.P.H. does the best it can in sending old people, who can be rehabilitated to Shenton Park and, lately, to Wooroloo. Others are sent to the Home of Peace and other chronic hospitals where possible. But the hospital is forced to keep a big proportion because there are no proper hospital facilities available for them.

There are two opposing schools in the medical profession on the broad question of geriatric facilities. One believes that the old people, having been taken to an acute hospital at the onset of their illnesses, should stay there. If they are moved to a chronic hospital, they may get the idea that they have been pushed out to die and they lose the will to recover.

The other school believes that, because of the tremendous overheads of big acute hospitals such as R.P.H., even

surgical cases should be sent to less intensive hospitals a few days after their operations.

No serious attempt has been made to reconcile these two points of view in this State. Yet, with the increasing pressure on hospitals making it imperative that we should avoid mistakes in future planning, it is important that this should be done.

There seems to be scope for further inquiries to see whether the State could save money by building special geriatric facilities in an easily accessible part of the metropolitan area.

I could quote further from that article, but I do not want members to gain the impression that I am quoting extensively from the Press. I have spoken in this vein ever since I have been a member of this House. There should be more homes made available for the aged. I have read in this House the William Lynn report on the type of hospitals which exist in Queensland and northern New South Wales.

As I have said, I spoke on this subject previously, so there is no need for me to deal with it in great detail. In its leading article on Monday, the 24th September, 1962, *The West Australian* had this to say—

One of the first steps should be to investigate to what extent elderly people could avoid hospitals and other institutions if the Government built on the work of voluntary bodies to provide a widespread home-nursing service.

Let me interpolate here to say it would be an imposition on the voluntary service made available to those patients to ask those in control of such service to cope with the situation, which is as big as I have indicated. I do not think a voluntary organisation should convey the impression that it is a charitable organisation. I believe that, despite the excellent work that voluntary organisations perform—and I commend them for it—people pay sufficient taxation to entitle them to more than charitable assistance.

There is no shortage of trained nurses. Admittedly many of them are married, but they are scattered throughout the various suburbs. These nurses could be employed on a part-time basis in their own suburbs at award rates. There is no need for charity. These elderly people could be nursed in their own homes in the manner I have outlined previously; and if small hospitals were established in the various suburbs close to where these old people and their relatives were living—and I interpolate here to point out that the member for Swan mentioned Wooroloo Hospital and the distance which relatives of patients had to travel from their homes, with which I thoroughly agree—it would

obviate the tendency of patients to become discontented and difficult to handle, due to infrequent visits by their relatives.

It is not my intention to see hospitals of this description remote from the metropolitan area. I have endeavoured to explain previously, and I endeavour to do so again, that the intention is to have a small suburban hospital situated in an area to serve the aged people concerned, and in which the sick could be treated. If they required specialist medical attention they could then be sent to Fremantle Hospital or Royal Perth Hospital.

With general medical practitioners in the various suburbs supervising the work of the trained nursing staff, who could be employed on a part-time basis to nurse the aged sick in their own homes after being discharged from the suburban hospital, this could prove to be a successful scheme. I think it would, to a large extent, meet the problem of the aged sick.

I would suggest that, together with the trained nursing staff who live in and around a particular area, these small hospitals, or even the homes of aged people, could be attended by visiting physiotherapists. All aged people who have suffered a stroke are not incapacitated to the extent that they must be admitted to the Shenton Park Annexe or any other hospital. Some of them are able to get around their homes, and they would respond to treatment by visiting physiotherapists and other social workers.

I am acquainted with the splendid work that is done by social workers not only under the administration of the Public Health Department, but also under the administration of the local health department. Splendid work is done by these visiting social workers; and if this can be done in these departments it can be repeated in connection with general nursing of the aged. I would not like the Silver Chain people to get the impression that I was implying they did not serve a purpose in the community. That is not what I meant to convey. They do serve a splendid purpose; but that organisation has not the resource to cope with the situation I have outlined. The Silver Chain will continue to serve a purpose, but it will have to be part and parcel of the over-all plan I have outlined.

Before I resume my seat I would like to give one example of this. In Fremantle there is a situation that lends itself ideally to the point I have been making. This could be used as a pilot scheme, as it were. I refer to St. Helen's which, until recently, was a training school for nurses in the Fremantle area. If that could be converted into a geriatric wing of the Fremantle Hospital the opportunity would be created to carry into effect some of the scheme I have outlined this evening.

There is a training school established immediately alongside the Fremantle Hospital. This was previously an infants' school. It is now a training school for the nurses at the Fremantle Hospital. Let us now use St. Helen's Hospital, which has approximately 30 beds, for the purpose of allowing our aged people to spend sufficient time there before being returned to their own homes, where they will then be under the supervision and care of part-time trained staff, such as physiotherapists and others.

The money expended in further huge buildings such as the Royal Perth Hospital—and, to a lesser extent, the Fremantle Hospital—should not be necessary. It is only those people who are chronically ill and who need specialist treatment who should be sent there. But by and large our aged people would derive a great deal more benefit if they were cared for in their own homes among familiar surroundings. I do not wish to take up any more time on these Loan Estimates, but I will have something to say later when the Annual Estimates are brought down.

Progress

Progress reported and leave given to sit again, on motion by Mr. Rowberry.

SITTINGS OF THE HOUSE

Show Day Adjournment

MR. BRAND (Greenough—Premier) [10.38 p.m.]: I crave your indulgence, Sir, to point out to the House that we will not be sitting on Show Day, which falls on Wednesday next week.

House adjourned at 10.39 p.m.

Legislative Council

Wednesday, the 26th September, 1962

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