

be put at the top of the priority list of applicants for houses; his name is put on the bottom of the list.

Mr. Jones spoke to me today about a housing problem in a particular shire. I am going to try to send an officer to Carnamah in the near future to see what can be done to assist in that town. I suppose the only answer to this problem is to have a pool of houses so that these various Government officers can be allotted a house when necessary.

The Hon. F. J. S. Wise: Tonight we have heard that one of the problems is that the houses are in the pool.

The Hon. A. F. Griffith: That is right. That seems to be the only way out of the difficulty. Nevertheless, we have some recommendations before us for our consideration, and I can assure the House that we are genuinely tackling this problem with a view to something being done.

Clause put and passed.

Preamble put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

Third Reading

Bill read a third time, on motion by The Hon. A. F. Griffith (Minister for Mines), and passed.

House adjourned at 9.15 p.m.

Legislative Assembly

Wednesday, the 7th August, 1963

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QUESTIONS ON NOTICE

NORTHAM COURTHOUSE

New Building

1. Mr. HAWKE asked the Premier:
Has the appropriate department any plans for the construction of a new local courthouse at Northam, in view of the grossly inadequate accommodation available in the present building?

Mr. NALDER (for Mr. Brand) replied:
The Under-Secretary for Law has already arranged to meet the Stipendiary Magistrate at Northam tomorrow, to discuss the question of enlarging the existing courthouse building.

GREAT EASTERN HIGHWAY

Flooding near Meckering

2. Mr. HAWKE asked the Minister for Works:
What steps does the Main Roads Department propose to take to overcome the serious flooding which occurs on the Great Eastern Highway approximately three miles on the west side of the Meckering township?

Mr. WILD replied:

This flooding was the most severe on record. Investigations are being made with a view to determining whether any major alterations are needed in the vicinity.

NARROGIN HIGH SCHOOL

Poultry Sheds Construction: Tabling of File

3. Mr. HAWKE asked the Minister for Works:

Will he place upon the Table of the House the appropriate departmental file relating to a contract let by his department in March, 1962, to a local builder and contractor at Narrogin for the construction of new poultry sheds at the agricultural wing of the local high school?

Mr. WILD replied:

Yes, for two days.

The papers were tabled.

BRIDGE OVER MORTLOCK RIVER

Construction at Northam

4. Mr. HAWKE asked the Minister for Works:

When is a commencement likely to be made on the work of constructing a bridge over the Mortlock River as part of the Great Eastern Highway at Northam?

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

Mr. WILD replied:

Tenders will be called in October this year. Work is expected to start early in December.

REGIONAL HOSPITAL FOR NORTHAM

Calling of Tenders

5. Mr. HAWKE asked the Minister for Health:

On what date approximately is it likely that tenders will be called publicly for the construction of the proposed Northam regional hospital?

Mr. ROSS HUTCHINSON replied:

Departmental planning provides for a start to be made this financial year on substantial additions to nurses' quarters and for a new laundry and boiler house as the first part of major hospital development. Until our loan fund allocation has been determined, which will be shortly, I cannot indicate the approximate date of commencement.

Preliminary planning of new ward accommodation has been put in hand but, as the honourable member will appreciate, further stages of development are dependent upon the availability of loan funds.

JUSTICES OF THE PEACE

Residential Addresses

6. Mr. GRAHAM asked the Premier:

- (1) What is the total number of justices of the peace whose residential address is Nedlands or Dalkeith?
- (2) How many justices of the peace reside in the electoral district of Nollamara?

Mr. NALDER (for Mr. Brand) replied:

- (1) The records in the Premier's Department indicate that there are 97 justices of the peace who show their residential address as either Nedlands or Dalkeith—67 in Nedlands and 30 in Dalkeith.
- (2) The records indicate that there are two justices of the peace who show their residential addresses as Nollamara. These are the only nominations which have been received for this particular suburb.

FLUORIDATION OF WATER

Effects

7. Mr. GRAYDEN asked the Minister for Health:

- (1) Has it been established beyond doubt that human beings drinking water fluoridated to the extent of one part per million suffer no harmful long-term effects?

(2) If so, will he—

- (a) quote the evidence on which he bases such a conclusion, or alternatively give references to such evidence;
- (b) lay such evidence on the Table of the House?

Mr. ROSS HUTCHINSON replied:

- (1) It has been established to the satisfaction of experts best qualified to assess these matters that human beings drinking water fluoridated to the extent of one part per million suffer no harmful short-term or long-term effects. It must be remembered that there are communities who have been drinking naturally fluoridated water for generations with advantage.
- (2) (a) (i) Report of Expert Committee on Water Fluoridation, World Health Organisation, Technical Report No. 146 of 1958, page 16.
(ii) Royal Society of Health Journal, January, 1963, Volume 83 (i), page 22.
(iii) Monthly Bulletin, British Ministry of Health, 1962, Volume 21, page 160.
(b) The journals in question are in constant use at the present time, but if the honourable member so desires photostat copies of relevant extracts can be supplied to him in due course.

Since the last answer was dictated photostat copies have arrived and I would like to move that they be laid on the Table of the House.

The papers were tabled.

HOUSING FOR NATIVES

Establishment at Merredin

8. Mr. KELLY asked the Minister for Native Welfare:

What stage have negotiations reached between the Government and Merredin Shire Council in connection with the Government's proposal to build two Type V natives' homes in Merredin?

Mr. LEWIS replied:

The Native Welfare Department has applied to the Lands Department for two blocks in an undeveloped area within the Merredin townsite. These blocks were nominated by the council from a list of some 10 to 12 available.

At this stage it is planned to erect a type V house on one of these blocks for a tenant who has been favourably reported on by departmental officers and the local health inspector.

The council has now objected to the type of house it is proposed to erect.

CHIROPODISTS

Legislation for Uniform Registration

9. Mr. HALL asked the Chief Secretary:

- (1) How many States in Australia have registration boards for the purpose of registering chiropodists?
- (2) What are the names of the States with registration boards, and what are the names of the States without such boards?
- (3) Can persons with a qualifying diploma, acceptable in other States, register in this State?
- (4) If the answer to No. (3) is "Yes," what necessary qualifications are required in this State?
- (5) As it has been deemed desirable by the Chiropody Convention held in South Australia early in May, 1963, to bring about uniformity of registration in the interests of qualified practitioners and the general public, has he given consideration to bringing amending legislation before the House?
- (6) If so, when does he intend to bring amending legislation forward?

Mr. ROSS HUTCHINSON replied:

- (1) Three.
- (2) States with Registration Boards:
Western Australia,
South Australia,
New South Wales.
States without Registration Boards:
Victoria,
Tasmania,
Queensland.
- (3) No, not necessarily.
- (4) At present only the Diploma of the West Australian Association of Chiropodists and the Diploma of the Society of Chiropodists of Great Britain are recognised for registration in Western Australia.
- (5) The Chiropodists Registration Board is at present engaged in preparing recommendations for amendment of the regulations made under the Chiropodists Act with a view to widening the entitlement of suitably qualified persons to register and practise chiropody in Western Australia.

- (6) Amendment of the Act is not required as the subject is dealt with by the regulations.

BUILDINGS AND FACILITIES AT ONSLOW

Amount Spent on Repair

10. Mr. BICKERTON asked the Minister for the North-West:

What amount of money has been expended to date on repair of Government buildings and facilities at Onslow since the last cyclone?

Mr. COURT replied:

Repairs as a result of cyclone	£12,238
Normal repairs not as a result of cyclone	£4,889
	<hr/>
	£17,127

STATE SHIPPING SERVICE

Annual Losses on Operations at North-West Ports

11. Mr. BICKERTON asked the Minister for the North-West:

What are the annual losses incurred by State ships for the previous three years for the following ports:—

- (a) Port Hedland;
- (b) Point Samson;
- (c) Onslow?

Mr. COURT replied:

Annual losses are sectionalised into ship operations and not port operations. The desired information is therefore not procurable with any degree of useful accuracy. Cargo earnings and working expenses for each port could be supplied if desired, but these figures cover only part of the operations in servicing a port.

PORT HEDLAND SCHOOL

Removal of Students to New Premises

12. Mr. BICKERTON asked the Minister for Education:

When will students attending the old State school at Port Hedland be moved to the new school in Sutherland Street?

Mr. LEWIS replied:

Port Hedland is listed for three classrooms on the 1963-64 building list but as this is dependent upon finance being available no indication of the transfer of students to the new school can yet be given.

FACTORIES AND SHOPS ACT

Personnel of Investigating Committee

13. Mr. OLDFIELD asked the Minister for Labour:

- (1) Was a committee comprising departmental officers and trade association representatives formed to inquire into and report upon the Factories and Shops Act and make recommendations in relation to trading hours?
- (2) If so, who were the personnel on such committee, and what departments and associations did they represent?

Inclusion of Recommendations in Legislation

- (3) Are the recommendations contained in the proposed Bill to amend the Factories and Shops Act?
- (4) If not, why not?

Tabling of Report and Recommendations

- (5) Will he lay upon the Table of the House the report and recommendations of such committee?

Mr. WILD replied:

- (1) to (5) The Chief Inspector of Factories was asked to review the Factories and Shops Act with a view to the introduction of a new Bill and, as a result, conferences with a variety of representative interests were held on the various aspects of the suggested new legislation. No reports were furnished, only suggestions, some of which will be included in the Bill to be presented to the House this session.

IRON ORE

Quantity Sold or Ordered Overseas

14. Mr. HAWKE asked the Premier:

How many millions of tons or hundredweights of Western Australian iron ore have so far been actually sold to or ordered by Japanese or other overseas interests?

Mr. NALDER (for Mr. Brand) replied:

While the question appears to be couched in a facetious manner, the facts are that whilst no export of iron ore has yet been made, the removal of the embargo and the subsequent opportunity given by the State to mining organisations and individuals to seek for and examine deposits, has resulted in the discovery of enormous tonnages of high-grade iron ore. This has excited the interest of Japan and other countries and

negotiations and discussions have followed and are proceeding between operators and the Japanese steel mills.

While no contracts have yet been finalised, there is little doubt that such will eventuate subject to the development of necessary facilities such as rail and harbour which are provided for in the agreements negotiated between operators and the Government.

The development of mines, erection of treatment plants, railways and harbours are not matters completed overnight, but arrangements are proceeding very satisfactorily.

ROADS

Assistance to Local Authorities for Repairs

15. Mr. HAWKE asked the Minister for Works:

What steps are being taken by the Main Roads Department to assist financially and otherwise local government authorities throughout the State to repair and recondition roads which have been badly affected by heavy and continual winter rains?

Mr. WILD replied:

As on past occasions, when damage to roads is considered to be abnormal, an assessment of the cost of rehabilitation will be made and consideration given to providing financial assistance, wholly or partially. This process of assessment is proceeding now.

CONSOLIDATED REVENUE FUND

Receipts for 1962-63

16. Mr. HAWKE asked the Treasurer:

- (1) What was the actual total amount received into the Consolidated Revenue Fund during the financial year 1962-63?
- (2) By what sum did that total amount exceed the total received in the 1958-59 financial year?

Mr. NALDER (for Mr. Brand) replied:

- (1) £78,590,768.
- (2) £18,522,531 which compares with an increase of £21,184,001 between the years 1952-53 and 1958-59.

CHAMBERLAIN INDUSTRIES: NEW BASIS

Compensation Claim by Mr. C. George: Tabling of Correspondence

17. Mr. HAWKE asked the Premier:

Will he lay on the Table of the House all correspondence dealing with a claim made by Colin George

of Claremont to the Minister for Industrial Development and later to the Premier dealing with a claim made by Mr. George for financial compensation in connection with proposals for the placing of Chamberlain Industries on a new basis?

Mr. NALDER (for Mr. Brand) replied:

It is felt these papers are inappropriate for tabling at this juncture. They are, however, available for perusal by the leader of the Opposition should he so desire.

RAILWAY DAM AT BURRACOPPIN

Availability to Local Sports Committee

18. Mr. KELLY asked the Minister for Railways:

What decision has the Government reached in response to the request by the Merredin Shire Council that the Burracoppin railway dam be made available to the Burracoppin Sports Committee?

Mr. COURT replied:

Water from the railway dam at Burracoppin is still utilised for railway purposes and the dam cannot be made available to the Merredin Shire Council at this juncture. When the dam is no longer required by the Railways Department it will be handed over to the Country Water Supply Department for disposal.

In the meantime, there is no objection to water from the dam being made available to the Burracoppin Sports Committee at a charge of 2s. 6d. per thousand gallons to prevent indiscriminate use, and the Council was informed accordingly by the Railways Department on the 11th July, 1963.

MINING RESERVES

Release for Rural Purposes

19. Mr. KELLY asked the Minister representing the Minister for Mines:

In view of the recent closure of the Great Western Consolidated group of mines in the Yilgarn, will he thoroughly review the position of land held under mining reserve and temporary reserve, with a view to releasing all areas suitable for rural purposes, particularly where there is little likelihood of future mining activity?

Mr. BOVELL replied:

Yes. The Minister will thoroughly review the position.

STANDARD GAUGE RAILWAY Route

20. Mr. KELLY asked the Minister for Railways:

(1) Has the Government reached a final decision regarding the location of the standard gauge route in the following sections—

- (a) Northam-Merredin;
- (b) Merredin-Southern Cross;
- (c) Southern Cross-Coolgardie;
- (d) Coolgardie-Kalgoorlie?

(2) Would he indicate the likely route to be traversed in each section?

(3) When is it anticipated that a commencement of operations will be made on each section?

Mr. COURT replied:

(1) (a) Yes—with the exception that requirements at Merredin are not final.

(b), (c), and (d) No.

(2) (a) Northam-Merredin — Generally within the existing railway reserve, with some deviations.

(b) Merredin-Southern Cross. — Generally along the route of the existing railway, but with considerable deviation to achieve better grading.

(c) and (d) These sections are still indefinite and examination of the prospect of a more favourable route, incorporating the section Southern Cross-Koolyanobbing as part of the main route in lieu of a spur, is continuing.

(3) It is expected that construction operations will commence as follows—

Northam-Merredin — First half of 1964.

Merredin-Southern Cross — First half of 1965.

Beyond Southern Cross — Second half of 1965.

I have noticed that the honourable member's question related to the commencement of operations, whereas it has been answered on the basis of commencement of construction. If he means commencement of operations I will supply him with the additional information tomorrow morning.

Mr. Kelly: Actually, it was construction I wanted.

GRAZING OR CROPPING LAND AT SOUTH YILGARN

Acreage Examined and Classified

21. Mr. KELLY asked the Minister for Lands:

(1) Has the Government concluded its examination of unoccupied grazing or cropping land in the South Yilgarn?

- (2) What defined areas were examined?
- (3) What was the general classification of the land?
- (4) What was the total acreage involved?

Availability for and Priority of Selection

- (5) When will this land be made available for selection?
- (6) Will local settlers farming comparatively small properties be given reasonable priority of selection?
- (7) Will other local applicants desirous of commencing farming operations be considered ahead of persons—
 - (a) resident in W.A. but outside of the Yilgarn district;
 - (b) resident outside Western Australia?

Mr. BOVELL replied:

- (1) to (4) Examination is in progress but not yet completed.
- (5) This will depend upon the result of the examination being carried out. However, some blocks have been designed south of the Goldfields railway between Ghooli and Yellowdine but advertising of these locations for general selection has been withheld at the request of the Railways Department, pending a decision as to any deviation of the railway that may be required.
An area of approximately 17,000 acres south of Southern Cross is at present being designed for leasing for grazing purposes only.
- (6) The allocation of lands made available is in accordance with the provisions of the Land Act, and selection will be made by the Land Board, should more than one application be received.
- (7) The Land Board is required under the Act to consider all applications on their merits.

BRIDGES IN COLLIE ELECTORATE

Condition

22. Mr. H. MAY asked the Minister for Works:

- (1) Is he aware of the condition of the bridges on the Boyup Brook-Dinninup-Arthur Roads, in particular the bridges over the Beaufort and Arthur Rivers?
- (2) Will he cause an inspection to be made by the Main Roads Department engineers, as I am reliably informed these two bridges require replacement, and are highly dangerous from a traffic point of view,

especially the bridge just east of Moodiarrup, as it is on a school bus route?

Mr. WILD replied:

- (1) Yes.
- (2) The divisional engineer has made frequent inspections on this road with special reference to the Beaufort River Bridge near Bokal. The main bridge is in good condition, but narrow, although the approaches are not up to standard. The need for improvement will not be lost sight of.

With regard to the bridge over the Arthur River, a survey has already been made for the structure, and information obtained for the planning of a new bridge. This will be listed for consideration in the Main Roads Department's 1964-65 programme of works.

FLUORIDATION OF WATER

Qualifications of Drs. Exner and Waldbott

23. Mr. TONKIN asked the Minister for Health:

- (1) What, if anything, is lacking in the qualifications and experience of F. B. Exner, M.D., F.A.C.R., Seattle, and George L. Waldbott, M.D., F.A.C.P., Detroit, joint authors of *The American Fluoridation Experiment: Prelude to Disaster* which would suggest that the value of their findings in opposition to fluoridation ought to be discounted?

Refutation of Contentions of Drs. Exner and Waldbott

- (2) Has there been any successful attempt by anyone to analyse and refute the contentions of Exner and Waldbott?
- (3) If "Yes," by whom, and in what publication?

Arguments in Favour

- (4) Will he state at least three of what he regards as the strongest arguments in favour of fluoridation and the source from which such arguments are obtained?

Mr. ROSS HUTCHINSON replied:

- (1) Dr. Exner and Dr. Waldbott are qualified medical practitioners in the United States of America.
- (2) Yes.
- (3) By the New Zealand Royal Commission of Inquiry on the Fluoridation of Public Water Supplies,

1957. The following extracts from the report of this inquiry are relevant:—

Paragraph 97

We consider the report as a whole, to be lacking in objectivity, that it frequently fails to represent the real opinion of quoted authorities, and that it is the work of a skilful propagandist.

Paragraph 368

We think that Dr. Exner's . . . assertions in relation to fluoridation are frequently based on a misconception of the facts to which he makes reference.

The following also is a quotation from a Ministry of Health Report on the Conduct of Fluoridation Studies in the United Kingdom referring to Dr. Waldbott:—

In 1957 he submitted his evidence to the Councils on Foods and Nutrition and on Drugs of the American Medical Association, but failed to convince them that drinking water containing 1 p.p.m. of fluoride was a hazard to health. The Committee appointed to enquire into and report upon the fluoridation of municipal water supplies of Ontario (Report 1961) examined Dr. Waldbott as a witness in public hearing and concluded that the many signs and symptoms described by him were not related to the ingestion of fluoride at about 1 p.p.m. in drinking water or food.

- (4) (1) Fluoridation reduces the incidence of dental caries by 60-65 per cent.
- (2) Fluoridation of water supplies is the only practical way of obtaining the desired effect of protecting the dental health of the whole population.
- (3) Fluoridation of water supplies at the level of 1 p.p.m. causes no secondary harmful effects.

These arguments are obtained from sources already communicated to the honourable member in answers to his questions on a previous occasion.

HOUSING FOR MIGRANTS

Interdepartmental Committee's Functions and Meetings

24. Mr. TONKIN asked the Minister for Immigration:

- (1) Who are the persons who comprise the interdepartmental committee which is purported to act in lia-

son with the State House Commission for the purpose of determining the allocation of houses to migrants under the "Lonnie Scheme"?

- (2) How often does the committee meet?
- (3) What was the date of the meeting prior, and nearest to, the 21st February this year?
- (4) What was the date of its latest meeting?

Taping of Discussions with Migrants

- (5) Is it the practice of the committee to record on tape discussions which take place with dissatisfied migrants?
- (6) If "No," has a tape recording ever been made of any such discussion, and if so when?

"Allocations" and "Offers" of Houses

- (7) What is the difference between the "allocation" of a house, and the "offer" of a house to a migrant family?
- (8) Who makes the allocations and offers, respectively?

Mr. BOVELL replied:

- (1) There is no interdepartmental committee. It is a liaison committee comprising:

Mission Members: Mr. J. Ward and Mr. A. Campbell.

State Department of Labour: Mr. C. Reeve: Mr. A. Jones, deputy.

Department of Industrial Development: Mr. J. Hodgson.

State Housing Commission: Mr. A. Cole: Mr. H. Johnson, deputy.

State Immigration Department: Mr. J. Fletcher.

Commonwealth Department of Labour and National Service: Mr. S. King.

Chairman: Mr. J. Darling

The Committee delegated an officer of the State Immigration Department, (Mr. J. Fletcher) and the Chairman, (Mr. J. Darling) to act in conjunction with the State Housing Commission in the allocation of houses to mission migrants.

When problems arise with allocation they are referred to the full committee.

- (2) It is not required to meet regularly but meets as often as is necessary. It has met as often as three times in a week. In addition members are in daily communication with each other.

- (3) 18/2/1963.
- (4) Full committee 30/7/1963. Housing committee 6/8/1963.
- (5) No.
- (6) Definitely, "No."
- (7) An "allocation" is made when the house is deemed large enough for the family and is placed reasonably close to the breadwinner's place of employment.
An "offer" has occasionally been made when a worker has been in temporary employment and when housing was available close by, e.g. a worker employed by a contractor on the Alcoa site could have been offered housing at Medina if it were available.
If the worker was placed in regular employment in the Kwinana area he would be allocated a house in Medina.
- (8) The committee.

REVISION OF STATUTES

Engagement of Mr. G. N. Clarkson

25. Mr. TONKIN asked the Minister representing the Minister for Justice:

- (1) Is Mr. G. N. Clarkson, the lawyer who has been retained by the Government on a part-time basis to work on the revision of W.A. Statutes, a member of the firm of Jackson, McDonald & Co., which acts for the Employers Federation?
- (2) Is Mr. Clarkson shortly to launch out as a barrister and would he, in normal course, after having done so, have to await the arrival of briefs to provide his income?
- (3) Is his appointment a method of using Government funds to subsidise Mr. Clarkson whilst he is establishing himself as a barrister?

Salary and Working Hours of Mr. G. N. Clarkson

- (4) What is the amount of salary or retainer it is proposed to pay Mr. Clarkson for his part-time service?
- (5) Will he be obliged to work a set minimum number of hours per week?
- (6) If so, how many hours?

Suitability of Crown Law Officers for the Work

- (7) Could not the work which he is required to do be done by officers of the Crown Law Department?

Mr. COURT replied:

- (1) No.
- (2) No. Before Mr. Clarkson was approached by the Government in February last to undertake the

Statute Law Revision work, he had, to the knowledge of the Government, already made arrangements to sever his connection with Jackson, McDonald & Co. as from the 30th June, 1963, and thereafter to commence practice as a barrister on his own account. Because of his agreement with the Government he has had to restrict his work at the Bar.

- (3) No.
- (4) 280 guineas a month, inclusive of salary and accommodation for clerical staff.
- (5) No. He will ordinarily devote the whole of his time to the work during Supreme Court vacation. At other times he will ensure that, overall, half his time, or possibly more is spent on the work.
- (6) See answer to No. (5).
- (7) Not without additional and suitable staff and accommodation. The work will be the first full-scale revision attempted in this State and involves revision of 133 years of legislation. The work cannot be done satisfactorily unless those engaged on it have spent months in acquiring necessary background knowledge and then apply themselves continuously to the work over a period of years. Crown officers frequently have to act in higher or other positions or on special tasks, or they receive promotion. The present arrangements have been made in order to ensure continuity in the work, its unified treatment, and its completion in as few years as possible.

26. *This question was postponed.*

POTATOES

Dumming of Licenses

27. Mr. ROWBERRY asked the Minister for Agriculture:

- (1) Will he have inquiries made into the existence of the practice known as "dumming of licenses" in the potato-growing industry?
- (2) Has he heard any complaints about this practice?
- (3) Does he agree that this practice is not in the best interests of the genuine licensed grower?

Mr. NALDER replied:

- (1) The matter is being investigated by the Western Australian Potato Marketing Board.
- (2) Yes.
- (3) Yes.

Research into Specific Gravity and Moisture Content

28. Mr. ROWBERRY asked the Minister for Agriculture:

- (1) What progress has been made in research into specific gravity and moisture content of potatoes in this State?

New Varieties Tested

- (2) Have any varieties of potatoes other than those generally grown in the State, been tried?
- (3) If so, what varieties?
- (4) What results were obtained?
- (5) Did different areas give different results as to quantity and quality (solid content, starch content, taste, etc.)?

Mr. NALDER replied:

- (1) A survey of potato quality has been carried out during the last three years and has shown that generally our potatoes have a relatively low solids content. The results indicate that the potatoes at present being produced are not suitable for processing. Investigations will be continued.
- (2) Yes.
- (3) 15 varieties have already been tested and a further 24 varieties have been imported for planting to enable testing under our conditions. A schedule of the varieties concerned will be laid on the table.
- (4) Tests on varieties which give satisfactory solids content in other States indicate that, although there are differences between varieties, the general level is still below that considered a satisfactory standard. More recently four German potato varieties have been tested and two of these in preliminary tests indicated satisfactory solids content. This material will be multiplied and tests on a larger scale made.
- (5) Although differences between districts have been obtained, these have varied from year to year presumably due to seasonal conditions. Results also vary with cultural and soil conditions within a district. However, no one district has consistently shown its ability to produce higher quality potatoes than all other districts.

The schedule of varieties referred to in No. (3) was tabled.

FREE MEDICINES

Allowance to Hospital Patients

29. Mr. ROWBERRY asked the Minister for Health:

- (1) What allowance is made for free medicines in the accounts of patients at public and private hospitals?
- (2) Can he have investigations made into this aspect of the treatment of the sick and injured?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) Public hospitals charge 5s. per supply of a pharmaceutical benefit to patients. This is by arrangement with the Commonwealth Department of Health and conforms with the requirements of the National Health Act.

In this matter, private hospitals are not subject to the direction of my department and therefore have their own scales of charges. These vary from hospital to hospital, the only restriction being that they too must comply with the provisions of the National Health Act in so far as it applies to pharmaceutical supplies.

HIGH SCHOOLS

Establishment of Agricultural Wings

30. Mr. ROWBERRY asked the Minister for Education:

- (1) Has the Government any intention of establishing an agricultural wing at the Manjimup Senior High School; and if so, when?
- (2) What is the general policy with regard to the establishing of agricultural wings at senior high schools?
- (3) Is it the intention to provide these wings at junior high schools?

Mr. LEWIS replied:

- (1) Not at present but land has been acquired.
- (2) and (3) The policy is based on geographical reasons so that there is one agricultural wing for each type of production area. This is not governed by the status of the school concerned.

RESEARCH STATION AT MANJIMUP

Future and Purpose

31. Mr. ROWBERRY asked the Minister for Agriculture:

- (1) Has he made any decision in regard to the future and purpose of the research station at Manjimup?
- (2) If so, will he inform the House what the Government's intentions are in regard to this station?

Mr. NALDER replied:

- (1) and (2) No decision has yet been made as to the future of the Manjimup Research Station.

WESTERN AUSTRALIAN TOBACCO

Report on Melbourne Sales

32. Mr. ROWBERRY asked the Minister for Agriculture:

- (1) Has he called for, received, and considered a report on the recent sales of W.A. tobacco in Melbourne?

(2) If not, why not?

Mr. NALDER replied:

- (1) A report has been made on the preliminary sales but the outcome of the sales of the resubmitted leaf has not yet been received. No decision has yet been made on the remainder of the leaf.

(2) Answered by No. (1).

FREMANTLE RAILWAY BRIDGE

Completion Date and Financing Increased Costs

33. Mr. FLETCHER asked the Minister for Railways:

(1) Is he aware—

- (a) that in reply to a query of mine on the 19th September, 1962, regarding the completion of the Fremantle rail bridge, the completion date was amended from the 1st March, 1963, to the 30th April, 1963;

- (b) that in the *Daily News*, the 11th July, 1963, a spokesman for the builder stated: "We will finish by the end of the month (July) or early next Month"—three months later than the previously amended date;

- (c) that *The West Australian* of the 4th July, 1963, reports the contractor as being placed under official management by his creditors?

(2) In view of the deferred date of completion, is the contractor or the taxpayer meeting the increased cost, if any?

Execution of Work by Public Works Department

- (3) Will he take this and other projects out of the hands of expensive private enterprise and place the work in the capable hands of the P.W.D. and other Government departments?

Mr. COURT replied:

- (1) (a), (b), and (c) Yes.

(2) The Government will pay the contractor what is due to him under the terms of the contract.

(3) Government policy is to undertake works of this nature by contract—a system which has been found generally satisfactory.

SNAPPER FISHING IN SHARK BAY AREA

Use of Traps

34. Mr. NORTON asked the Minister for Fisheries:

(1) Has Mr. Bowen or any other fisheries research officer been to the Shark Bay area since June, 1960, to continue the research into the use of traps for catching snapper?

(2) When catching snapper by traps was first started, how many traps were used by each boat on an average?

(3) On an average, how many traps are now being used by each boat?

Report by Inspector Kavanagh

(4) Did Inspector Kavanagh at any time submit a report on the use of snapper traps, and if so, will he make this report available?

Mr. ROSS HUTCHINSON replied:

(1) No.

(2) About four.

(3) About nine.

(4) No report on the subject from former Inspector Kavanagh can be found in departmental files.

TRANSPORT REGULATION 240

Amendment

35. Mr. NORTON asked the Minister for Transport:

(1) It is his intention to amend transport regulation 240 to make it legal for 13-20 ton vehicles to travel at 40 m.p.h. outside built-up areas?

(2) Does he consider that it is legal for him to issue an instruction that vehicles of over 13 ton gross weight be allowed a 10 m.p.h. tolerance to give a maximum speed of 40 m.p.h. when the regulation stipulates 30 m.p.h. outside built-up areas?

Mr. CRAIG replied:

(1) The National Road Traffic Committee has recommended a maximum speed of 40 m.p.h. outside built-up areas for goods vehicles exceeding seven tons gross. This recommendation has not yet been adopted by this State.

- (2) No instructions have been given to authorise speed limits as prescribed by the Act to be exceeded. Proceedings, however, would not, as a general rule, be taken against offenders merely by reason of exceeding the prescribed speed by a margin not exceeding 10 m.p.h.

STATE AID TO PRIVATE SCHOOLS

Statement by Premier

36. Mr. FLETCHER asked the Premier:

In view of the recent and current publicity on the subject of State aid to private schools, will he make a statement on the subject?

Mr. NALDER (for Mr. Brand) replied:

No. This matter is still under consideration.

GAS SUPPLIES

S.E.C. Charges in Metropolitan Area and at Albany

37. Mr. HALL asked the Minister for Electricity:

- (1) What is the minimum charge for gas supplied by the State Electricity Commission—metropolitan area?
- (2) What is the minimum charge for gas supplied by the State Electricity Commission—Albany Gas-Works?
- (3) What is the charge per unit, metropolitan area, and what is the minimum number of units, first charge, second, third and fourth charge?
- (4) What is the charge per unit, Albany Gas Works, and what is the minimum number of units first charge, second, third and fourth charge?

Legislation Covering Sales of Wholesale Gas

- (5) Has the State Electricity Commission power, by covering legislation, to prevent the sale of wholesale gas in the metropolitan area, in competition with State gas supply?
- (6) Is there any such protective legislation covering the sale of wholesale gas, in competition with the gas works, Albany, which is also a State instrumentality?

Mr. NALDER replied:

- (1) 5s. per month.
- (2) 10s. per month.

- (3)

		units per month.	d. per unit.
First	....	7,000	1.55
Next	....	7,000	1.50
Next	....	7,000	1.40
All over	21,000		1.30
(4) First	....	280	2.10
Next	....	1,120	1.80
All over	1,400		1.60
(No fourth step)			

- (5) There is controlling legislation for Perth and Fremantle gas areas.
- (6) No.

TOILET FACILITIES

Erection for Field Days and Stock Sales

38. Mr. HALL asked the Chief Secretary:

- (1) Has the Public Health Department any legislative authority to enforce the erection of temporary toilet facilities and carry out the inspection of same, on farms where stock sales and field days are held?
- (2) If not, will he have the matter investigated, with a view to introducing legislation to give the department such necessary powers?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) There is authority under the Health Act for local authorities to make by-laws regulating such temporary facilities.

CONCESSIONAL VEHICLE LICENSES

Applications Received from and Granted to Pensioners

39. Mr. HALL asked the Minister for Police:

- (1) How many Invalid and T.P.I. pensioners made application for concessional vehicle licenses in this State from the 1st December, 1962, to the 30th June, 1963?
- (2) How many received the concession and how many of the successful applicants were recommended by the local authorities concerned, and how many of those recommended were not successful?
- (3) What was the number of applications received by all councils, shires, and the Police Department, respective to concessional aged and infirm, invalid, and T.P.I. licenses?

Mr. CRAIG replied:

- (1) Fifty-eight.
- (2) Fifty-eight. Thirty-three (33) on the recommendation of local authorities. All that were recommended and came within the category approved were successful.
- (3) This information is not within the knowledge of this department.

TRANS AUSTRALIA AIRLINES*Intrastate Permit*

40. Mr. JAMIESON asked the Minister for Transport:

- (1) Would the Government favour an intrastate permit being issued to Trans Australia Airlines if such a request were forthcoming?
- (2) Is he aware that such a permit has recently been applied for in Tasmania?

Mr. CRAIG replied:

- (1) It is not the policy to grant additional licenses in areas satisfactorily catered for by an existing service. An application to service areas not already catered for would be considered on its merits.
- (2) No.

PASSENGER RAIL SERVICE*Discontinuance between Kenwick and Armadale*

41. Mr. D. G. MAY asked the Minister for Railways:

Is it the intention of the Government to discontinue the present suburban passenger rail service between Kenwick and Armadale, and if so, what is the anticipated date and what alternative service will be provided?

Mr. COURT replied:

The matter is under active consideration by the Commissioner of Railways and the Chairman of the Metropolitan Transport Trust as part of an over-all scheme to improve and better co-ordinate metropolitan passenger services. As advised on Opening Day, the report should be available in the near future for consideration by the Government.

UNLAWFUL CARNAL KNOWLEDGE*Details of Offences*

42. Mr. GRAHAM asked the Minister, representing the Minister for Justice:

Respecting the offence of unlawful carnal knowledge and charges arising therefrom and heard by courts since the 1st July, 1962, will he supply particulars of each individual case as follows:—

- (a) age of offender;
- (b) age of victim;
- (c) penalty imposed;
- (d) name of judge;
- (e) date of conviction;
- (f) whether any previous conviction of a "sex" offence?

Mr. COURT replied:

The information necessary to answer this question will take some time to accumulate and when available will be communicated to the honourable member.

SMOKING: GLAMORISING ADVERTISEMENTS*Banning or Restriction*

43. Mr. DAVIES asked the Minister for Health:

In view of the generally accepted relationship between smoking and lung cancer, has consideration been given to—

- (a) banning or restricting advertisements glamorising smoking;
- (b) restricting such advertisements, on radio and television until the late evening?

Mr. ROSS HUTCHINSON replied:

Consideration has been given to these matters, but to be effective they must apply throughout Australia.

Discussions with other States and the Commonwealth Government are still continuing.

GREAT NORTHERN HIGHWAY*White Well-Mt. Magnet Section: Restoration and Sealing*

44. Mr. BURT asked the Minister for Works:

- (1) In view of the bad condition of the Great Northern Highway, particularly that section between White Well and Mt. Magnet, caused by the heavy rains this year, will he give urgent consideration to undertaking a programme of restoring the road to its former condition?
- (2) Will he accelerate the sealing of this road, which is the only remaining major highway in the State not yet surfaced with bitumen?

Mr. WILD replied:

- (1) Yes.
- (2) The programme for the sealing of this road is being accelerated.

MONOPOLY AND RESTRICTIVE TRADE PRACTICES*Legislative Control*

45. Mr. TONKIN asked the Premier:

- (1) Has the Commonwealth Government asked for the concurrence of the Western Australian Government in a proposed scheme of legislation to control monopoly and restrictive trade practices?

- (2) Has his Government given any undertaking to the Commonwealth Government with respect to the matter?
- (3) If "Yes" what undertaking has been given?
- (4) Has the Commonwealth indicated that its objective is to make the proposed control effective over the whole range of Australian business activity?
- (5) Does he agree that if control is to be exercised it is desirable that it should cover all States?

Commonwealth Attorney-General's Opinion

- (6) Does he agree with the opinion of the Commonwealth Attorney-General expressed in Parliament that, "Few, if any, will deny, that there are practices current in the community which by reason of their restrictive nature are harmful to the public interest"?

Difference between State and Commonwealth Legislation

- (7) In what respects, if any, did the plan contained in the legislation which the Parliament of this State enacted at the request of the Hawke Government differ from the proposed scheme of the Commonwealth, the elements of which were explained in the Commonwealth Parliament by the Acting Attorney-General on the 6th December last year?

Mr. NALDER (for Mr. Brand) replied:

- (1) Yes.
- (2) No.
- (3) Answered by No. (2).
- (4) Yes.
- (5) It is not possible to answer this question until the measure of control that is to be written into the Commonwealth Bill is known. No State has yet had an opportunity to study the draft Bill which the Commonwealth Attorney-General has advised is now in the course of preparation.
- (6) It could be argued that there are restrictive trade practices current, but not necessarily harmful to the public interest. Whether the existing Western Australian legislation needs amendment, will be decided when the contents of the proposed Commonwealth legislation are known.
- (7) The Hawke Government legislation was different in very important respects from the scheme explained by the Acting Attorney-General for the Commonwealth. However, this is as far as the

explanation of the scheme was concerned, and no good purpose would be served in itemising the details until the final form of the Commonwealth legislation is known.

QUESTIONS WITHOUT NOTICE

CREDIT BETTING

Minister's Attitude to Observance of Law

1. Mr. TONKIN: I wish to ask the Deputy Premier a question in regard to an answer given to me yesterday by the Minister for Police. So that my question will be properly understood it will be necessary for me to read the question which I asked yesterday, on notice, of the Minister for Police. Question No. 22 (10) reads as follows:—

What does he propose to do to ensure that the conduct of the T.A.B. in regard to credit betting conforms to the undertaking given to Parliament when the Bill was being discussed, viz., that "credit betting off-course in totalisator regions will no longer be legal, and bets will be possible only in cash or against cash deposits or winnings held by the T.A.B."?

The Minister replied as follows:—

As the level of true credit betting has dropped by some 70 per cent. since the T.A.B. has taken over and further restrictions could lead to an increase in the worst form of betting—that is, unrestricted telephone betting with illegal bookmakers—I do not propose to do anything further.

As that statement by the Minister for Police is tantamount to saying that he will not take any additional action to see that the law is observed, and by that action he places the Crown in a position of not observing the law, will the Deputy Premier instruct the Minister that he must observe the law, or alternatively ask for his resignation?

Mr. NALDER replied:

If the Deputy Leader of the Opposition is not satisfied with the information that has been given—

Mr. Tonkin: I am satisfied with the information all right.

Mr. NALDER:—then I suggest any further information might be directed to the Minister for Police per notice of question on the notice paper.

MIDLAND RAILWAY COMPANY'S LINE

Negotiations for Purchase by Government

2. Mr. BRADY asked the Minister for Railways:

- (1) When does he anticipate the negotiations regarding the Midland Railway will be finalised?

Effect on Standard Gauge Railway Alignment

- (2) Is it a fact that the standard gauge railway line is being realigned along the Midland line in anticipation of a take-over?

Mr. COURT replied:

- (1) As indicated in the answer to a question without notice yesterday, negotiations with the Midland Railway Company are proceeding and I hope we will be able to make a decision one way or the other in the near future. However, I cannot be specific as to the date when this decision will be made.
- (2) The fact that the standard gauge railway line is being aligned along the Midland Railway Company's railway reserve has nothing to do with the negotiations with the Midland Railway Company. As a matter of good sense it was negotiated to align the standard gauge railway along the path of the Midland railway reserve to cause the minimum of interference to property.

NATIVE RESERVE AT ALBANY

Completion of Ablution Blocks and Houses

3. Mr. HALL asked the Minister for Native Welfare:

- (1) Are the ablution blocks finished and the homes completed on the new native reserve at Albany?
- (2) If the answer to No. (1) is "Yes", is he aware that natives are still occupying the old reserve under adverse conditions?

Allocation of Homes

- (3) If he is aware that natives are still occupying the old native reserve at Albany under adverse conditions, can he advise why no action has been taken to allot homes for the family or families on the new reserve?

Mr. LEWIS replied:

I thank the member for Albany for notice of this question, although short. I wish to reply as follows:—

- (1) to (3) My information is that these homes, ablution blocks, and improvements on the native reserve have only just very recently

been completed; and although an unsuccessful attempt was made to contact the district officer today in regard to the position, I understand arrangements are being put in hand immediately to effect the transfer of the residents of the old reserve to the new reserve.

MANJIMUP RESEARCH STATION

Site and Future Purpose

4. Mr. ROWBERRY asked the Minister for Agriculture:

Further to the reply given by the Minister to my question No. 31 on today's notice paper, can he state whether any consideration is being given to the site and future purpose of the station?

Mr. NALDER replied:

Both points raised by the honourable member are being considered.

MIDLAND RAILWAY COMPANY'S LINE

Relationship to Standard Gauge Alignment

5. Mr. JAMIESON asked the Minister for Railways:

In view of the possible takeover of the Midland Railway Company, is he not aware the alignment of the standard gauge line has been changed in recent times from being parallel to being exactly in accordance with the Midland Railway's line itself, which is different from the original proposal?

Mr. COURT replied:

In answer to the honourable member I wish to make this observation: The detailed alignment of a railway is essentially a matter for the technical officers, and the present alignment of the railway is the one they adopted to be the best in the interests of effecting the transition. If the honourable member would like more detailed information on the matter I will be glad to get it for him. However, he can be assured that the question of where an alignment is to be is decided by the engineers in the best interests of the standard gauge project.

METROPOLITAN TRANSPORT TRUST

Takeover by Ansett Airways

6. Mr. BRADY asked the Deputy Premier: Does he know of any representations being made by Ansett Airways for the takeover of the Metropolitan Transport Trust buses in Western Australia?

Mr. NALDER replied:

No.

MIDLAND RAILWAY COMPANY'S LINE

Removal by Standard Gauge Engineers

7. Mr. OLDFIELD asked the Minister for Railways:

- (1) Is he aware that in recent months the engineers constructing the standard gauge line had cause to take up the existing Midland line and failed to notify the Midland Railway Company, so much so that the company sent a train out and it ran only until it ran out of railway line?
- (2) If so, did this come about because the Government is building along this line with a view to taking over the Midland Railway Company?

Mr. COURT replied:

- (1) and (2) I will answer No. (2) first. I dealt with this matter earlier this afternoon when I stated that using the Midland Railway Company reserve is a matter of good sense in the construction of the standard gauge railway, and will cause the minimum of interference with private property.

I have no personal knowledge of the incident referred to in No. (1); and if the honourable member would like any further information, I will be glad to obtain it for him.

8. Mr. OLDFIELD asked the Minister for Railways:

Would the Minister make inquiries and give us a report on what actually did happen?

Mr. COURT replied:

I will be only too pleased to look into the matter raised by the honourable member. I thought he would raise another question by a person who said the line was being built by contract and it would have to be rebuilt by the W.A.G.R., but he did not oblige me by letting me give the answer.

STANDARD GAUGE RAILWAY

Route

9. Mr. CORNELL asked the Minister for Railways:

Recently in the Press it was reported that the Commissioner of Railways was going to Northam to discuss with the Northam Chamber of Commerce the route of the standard gauge railway from Northam to Kununoppin. Does that presuppose that the route of that railway has been altered in another direction?

Mr. COURT replied:

I have no knowledge of the Commissioner of Railways going to Northam to discuss that specific matter. I do know that he accepted an invitation from the Northam Chamber of Commerce to address its annual meeting on the 31st July on the general question of the standard gauge project, and he duly attended that meeting. I do not know if that is the particular matter referred to.

Mr. Cornell: The Press said it was going from Northam to Kununoppin.

Mr. Hawke: That worries me too, now.

Mr. COURT: I cannot be responsible for what is said in the Press.

ONSLOW SITUATION

Report of Committee: Availability of Parts IV and V

10. Mr. BICKERTON asked the Minister for the North-West:

Is he now in a position to supply the information I asked for yesterday by way of question without notice in regard to Parts IV and V of the annual report?

Mr. COURT replied:

I had this matter investigated as promised and the explanation is this: Parts I, II, and III of the report are the parts that were promulgated to all interested parties—Ministers, local members, and others—but Parts IV and V should never have been referred to in the index of the report because they are, in fact, only the working papers of the committee and the departmental officers. If, however, the honourable member would like to see these working papers—and that is all they are, and there is a mass of them—I would be only too pleased to make them available in my office.

Mr. Bickerton: Will you table them?

Mr. COURT: No, as they are not suitable for tabling—they are only working papers.

NATIVE WELFARE

Racial Discrimination by Football League

11. Mr. OLDFIELD asked the Minister for Native Welfare:

In view of the fact that the Protests and Disputes Board of the W.A. National Football League last night suspended an aborigine player whilst exonerating two

other players, will he inform the House whether this is an instance of racial discrimination?

The **SPEAKER** (Mr. Hearman): I think the action of the Protests and Disputes Board is a matter which is outside the jurisdiction of the Minister. The honourable member will have to phrase his question differently.

INDUSTRIALISATION IN WESTERN AUSTRALIA

Schapper and Parker Report

12. Mr. CORNELL asked the Deputy Premier:

At the risk of its being misreported, I would like to remind him that when the report of Dr. Schapper and Mr. Parker was released and he was asked to comment on it, he said that he would reserve any comment until such time as the report had been discussed by Cabinet. I would like to ask him whether Cabinet has now discussed that report; and, if not, whether it proposes to do so in the near future?

Mr. NALDER replied:

Yes; Cabinet has discussed the report.

Mr. CORNELL: In view of that, is the Deputy Premier now prepared to comment?

Mr. NALDER: No, not at this stage.

LEAVE OF ABSENCE

On motion by Mr. H. May, leave of absence for four weeks granted to Mr. Curran (Cockburn) on the ground of ill-health.

On motion by Mr. O'Neil, leave of absence for four weeks granted to Mr. Brand (Greenough—Premier) on the ground of urgent public business.

RESERVES BILL

Standing Orders Suspension

MR. NALDER (Katanning—Deputy Premier) [5.16 p.m.]: I move—

That so much of the Standing Orders be suspended as is necessary to enable a Bill for "An Act to cancel Reserves Nos. 3421 and 3495 classified as of Class A and to create Reserve No. 26741 for the purpose of the use and requirements of the Government and classify it as of Class A", to be introduced and passed through all its stages in one sitting and to enable this business to be entered upon and dealt with before the Address-in-Reply is adopted.

I would explain that the Government is not ready at this particular time to proceed with the Bill. However, I have discussed the matter with the Leader of the

Opposition and it has been agreed that the Bill should be introduced at a later stage of this sitting.

Question put and passed.

ADDRESS-IN-REPLY: SECOND DAY

Motion

Debate resumed, from the 1st August, on the following motion by Mr. Mitchell:—

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

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

MR. HAWKE (Northam—Leader of the Opposition) [5.17 p.m.]: The Speech of the Lieutenant-Governor which was used for the purpose of opening the current session of Parliament followed very much on orthodox lines; consequently, there is nothing in the Speech which is in any degree exciting and much of it could have been left out without the State, or even the Government for that matter, suffering at all.

I am sure all members of the House will join in wishing that the health of the Lieutenant-Governor, Sir John Dwyer, would improve and improve considerably. Doubtless he showed a great deal of courage and stamina in coming to Parliament House last Thursday and in reading the Speech with which the Government provided him to enable this session of Parliament to be launched.

I wish to briefly express deep regret at the passing of The Honourable Sir Ross McLarty. Most of us here were in Parliament with him—some for a much longer period of time than others—and Sir Ross always earned and deserved the deepest respect of members. He made a very worth-while contribution in statesmanship to the development and progress of the State, which he loved very much, and the people of Western Australia who are here today, and future generations, will have much to be grateful for in relation to the work which he as Premier of the State assisted in putting in hand.

Briefly, I would like to express regret at the passing of the three members of the Legislative Council who died in a very short period earlier this year. I refer, of course, to The Honourable E. M. Davies, The Honourable W. R. Hall, and the Honourable C. H. Simpson.

Briefly also, I would like to join with the expression in the Lieutenant-Governor's Speech in relation to the successful staging of the Seventh British Empire and Commonwealth Games in Perth, which very stirring event took place in November of last year. I think perhaps I should say it was my privilege to be able, at the time the Lord Mayor of Perth, Sir Harry Howard, was negotiating in the face of very strong opposition to have the Games staged in Perth, to give Sir Harry, and through him the Perth City Council, some very strong assurances of financial support from the Government of Western Australia.

Sir Harry has said privately on more than one occasion that those assurances which were given him by me on behalf of the Labor Government of that time were responsible for enabling him to go before the committees concerned in Eastern Australia and also in London with a programme and with proposals of such firmness and of such size as to convince the majority of those who had the final say that Perth was the place where those Games could best be staged in November of last year.

I notice in one portion of the Lieutenant-Governor's Speech that the present Government is seeking Commonwealth assistance over the next three years to enable the waters of the Ord River diversion dam to be progressively distributed over 30,000 acres; and is also preparing a case, for presentation at a later date to the Commonwealth Government, for the building of the main Ord River Dam. I am a bit surprised and somewhat disappointed to know that more progress has not been made in the preparation of those proposals and that they have not been presented to the Commonwealth Government before this date for consideration by that Government.

I should hope that the representations to be made in the matter to the Commonwealth Government will succeed; and if members of the Commonwealth Government are half as keen—only half as keen—as they should be about the development of Australia's resources, and especially of those resources located in the north of Australia, then there should not be any doubt at all about the final reply of the Commonwealth Government. The reply should be favourable in relation to both phases of the matter.

In another portion of the Speech reference is made to an approach being made by the State to the Commonwealth Government to share in the cost of extending the comprehensive water supply scheme. I think the State Government is deserving of some criticism, if not censure, in relation to this matter. As I remember it, the previous subsidy which the Commonwealth Government was meeting in respect

of the original modified comprehensive water supply scheme ran out some two or three years ago.

It is, surely, a sign of laxity on the part of the present State Government that a final and favourable decision for the granting of a further subsidy has not yet been favourably decided upon by the Commonwealth Government. If I remember correctly an approach was made earlier, which the Commonwealth Government rejected. I do not remember any reasons being published by the Commonwealth or State Government for rejection of that approach; nor am I able to think of any appropriate reason which the Commonwealth Government could have given for rejecting the State's request in the matter. After all is said and done, the Commonwealth Government is obligated to play a part—and a very substantial part—with the States in great developmental schemes.

We know that on the financial side the Commonwealth has money to burn, even though representatives of the Commonwealth Government would, if they were present, very vigorously deny an assertion of that kind. However, those of us who have studied Commonwealth accounts and Commonwealth finance know that the Commonwealth comes into receipt of huge sums of money from all directions, and we also know that the financing of Commonwealth responsibilities—direct and exclusive Commonwealth responsibilities—is a comparatively easy matter compared with the financial struggle which most, if not all, of the States have to experience in trying to push ahead with development in the States.

I should have thought the Commonwealth Government would be anxious to co-operate further in a practical way with a Government of this State in extending the modified comprehensive water supply scheme. They should know—and I am sure they do know, as we know—that water is a greater requirement in Western Australia than in any other State of the Commonwealth. For instance, we are, as far as I know, the only State which has not any substantial inland river from which fresh water can be taken for drinking purposes and, more importantly, irrigation purposes.

Consequently, the conservation of water and its reticulation through the country areas of Western Australia are matters of great importance to the increasing production and wealth of this State, and to the development of additional land and the greater production per acre in connection with agricultural pursuits. So I sincerely hope and trust the State Government will press the Commonwealth Government harder in this matter and will underline to the Commonwealth Government the urgency of a favourable decision being made in the reasonably near future.

I sometimes wonder what the Western Australian representatives in the Federal Ministry are doing about these matters. We have an outsize representation of members from Western Australia in the Federal Cabinet. I know they do not constitute by any means a majority in the Federal Cabinet, but surely they should be able, frequently, at meetings of the Federal Cabinet, to urge the merit of a request such as the one we are now discussing, and to obtain from the Federal Cabinet, or a majority of its members, a decision which would be favourable to us in relation to this matter and so assist the State Government to plan ahead with confidence, knowing that the additional money required would be given to us by way of subsidy from the Commonwealth.

As long as the State Government remains in the position of not knowing whether the Commonwealth Government will come in again with a subsidy for extensions to the comprehensive water supply scheme, well, for so long will the State Government be able to move along only slowly. Instead of being able to carry out all the proposed extensions within, say, the next five years, it will be able to plan only on the basis of carrying them out over the next 10 years. So I should think that State Ministers, and especially the State Premier on his return from overseas, should take this matter up more vigorously with the Commonwealth Government and stress the urgency of a favourable decision being made without much more delay.

I imagine it might suit the book of top Commonwealth Treasury officials—probably even of the Commonwealth Treasurer—to delay making any decision, because as long as a decision is delayed there is, from the Commonwealth point of view, no decision. It means the Commonwealth Government is not being called upon to provide to the State any money, by way of subsidy, for the speeding up of the work in connection with the expansion of this scheme. The Commonwealth can sit pretty if it is allowed to continue to delay a decision. There is nothing easier for a Government to do than to sit on a proposition of that kind if it suits its book to do so. However, I think the Commonwealth Government should be continually stirred up in this matter and not allowed to sit on it comfortably.

I had a question on notice this evening in relation to the attitude of the Main Roads Department to the road damage caused by the heavy and continual rains which have been experienced in many country districts during the current winter. Those members of the House who travel through the country to any extent will know that the roads have taken a hammering. This applies not only to district roads which are not sealed with bitumen, but also to district roads which are sealed with bitumen. I know it also applies to

the Main Roads Department's own main roads: they have taken a thrashing, too; and the roads of local governing authorities in the metropolitan area, as well as in the country, have suffered severely.

It is clear that unless this problem is tackled adequately through all of the parts of the State which are affected, deterioration of the roads will continue very rapidly. We all know the old saying that a stitch in time save nine. Well, I think we can also say that unless the damage which has occurred to roads over such a widespread area is taken in hand reasonably soon, at the end of next summer the damage to the roads will have increased very considerably; because a hole in a road, or damage of any kind to a road, is soon magnified considerably, in reality, unless the requisite repairs are carried out.

So I trust the Minister for Works, in consultation with the appropriate officers of the Main Roads Department, will give this problem every attention to ensure it is not allowed to get out of hand and at some later date involve the State in tremendous financial outlay to bring the roads back to the good condition they undoubtedly were in prior to the commencement of this present winter.

I think it is true to say the housing situation in Western Australia has been allowed to go backwards to some substantial extent over all. I know this problem varies from district to district. In some districts there is no housing problem; in others, the housing problem is a medium one, while in others it is very serious indeed.

We hear a lot about child delinquency, which is a very glamorised term and one with which I do not agree; and we hear a lot about breaches of the peace and law-breaking. Well, I am one of those old-fashioned people who think that good housing means good citizenship; and that, on the reverse side, bad housing can easily mean bad citizenship. I know there are exceptions to both of those claims. I know we get amazing results in reverse at times; nevertheless, as a general rule I think it has been established through the years that good housing conditions—adequate housing conditions—have a tremendously important influence upon the building of good citizenship in the community.

I think good housing conditions play an important part also in connection with domestic relations as between husband and wife; because if the housing accommodation available to a family is poor and inadequate, and living conditions are crowded, then obviously there is going to be a fraying of tempers; there is going to be dissatisfaction; and there will be arguments and trouble between the husband and the wife. So, undoubtedly, the housing of the people is tremendously important, not so much for the protection

of people from the weather, but from the point of protecting families from the influences which undoubtedly develop the worst of our temperaments and the worst side, sometimes, of character.

We of the Labor Party regard the housing of the people as being of tremendous importance, socially, in the life of each family and, consequently, in the life of the whole community. We would trust that the Government would give to this problem of providing adequate housing accommodation for the citizens a much higher and more intense priority; and we would hope that the problem would receive much closer attention than it seems to have received during the last two or three years.

The question of employment is a similarly related question in regard to its influence upon citizenship; in regard to its influence upon family life and domestic relations. It hardly needs to be said that where the head of the family is employed full time and receives a regular, reasonable, adequate income each week, financially, at any rate, there is a foundation for good citizenship and good relations within the home in which he lives and of which he is the head, or of which he is called the head of the household.

The unemployment position is not satisfactory by any means. Anyone who regards the present unemployment situation in this State as being satisfactory is easy to please and has not much consideration for those who are unemployed, or for those who are dependent upon people who are unemployed. I know it is the habit of some people who do not want to regard unemployment of any proportion as serious to quote the percentage which the number of unemployed represents to the total work force. That might be interesting enough statistically, but it is a hard-hearted approach to the problem of those who are, unfortunately, included in the unemployment figure of 2 per cent.—if that be the figure—of the total work force.

We all know the month of June is a month when unemployment figures are likely to rise; partly because it is well into the middle of winter, and partly, of course, because it is approaching very close to the end of the financial year, when Governments are likely to be running out of large sums of free spending money; and when, maybe, some private business firms are also economising to a limited extent.

The unemployment figure for Western Australia in June, 1959, was 6,074. In the following June of 1960 there had been quite an improvement because the figure had dropped down to 5,495. In 1961, the situation had gone wrong again to a serious extent, because the figure was up to 6,075. In June of 1962 it was down to 5,320, and in June of this year it was, unfortunately, up to a total of 6,053. That

is, in a State such as we are and for a total population such as we are, a very serious situation. I would have thought, in view of the fact that this Government has now been in office for four years, that a situation of this kind would not and could not occur.

I do not want to quote specific statements made by members of this Government in the 1959 election campaign, or even in the more recent one; but in general we can all recall very clearly that people were given to understand this Government would be able to develop great confidence on every hand; would be able to speed up development and expansion on every hand; would be able to assist the State to leap forward with giant strides; and, therefore, it was a fair interpretation of what was said to the public that unemployment would become a thing of the past.

Yet in June of this year we find over 6,000 men, women, and young people are unemployed. Worse still, I found, on studying the figures recently, that in January of this year there were 8,190 persons unemployed in Western Australia; that is, registered unemployed. When I saw that figure I looked back through the December and January figures for several years past; and the January figure of this year, in relation to the total number of unemployed, was higher than ever in the past for any month of any year.

However, the angle I want to discuss about this high number of unemployed in January is that December and January—as well as June, of course—would appear to be and are, in fact, months when unemployment increases substantially. We all know December is the Christmas month. We all know January is the beginning of the new year. We also know that in all directions in December and January the salutation is: "A Merry Christmas and a Happy New Year." That is the way nearly everybody talks to everybody else.

Mr. Lewis: It does not last long into January, of course.

Mr. HAWKE: Yet we find in December that men, women, and young people are being put out of work; and, in January, that situation continues. It makes a mockery of the Merry Christmas and Happy New Year greeting which we are so free in throwing around in all directions. I know it is a practice of quite a number of business firms to take on more workers in November and December—up to a certain stage in December, anyway—to be able to cope with the Christmas rush. Then, in the last week in December, or perhaps at the end of the third week in December, it is the practice of those firms to give a large number of those people dismissal notices, and apparently in January of this year that practice continued.

So I would make an appeal to the Government and—to the extent I am able to—to all the private firms to try to make the Christmas period and the early part of the New Year period, at any rate, a reality in relation to wishing people a Merry Christmas and a Happy New Year. Keep them in employment!

Mr. Nalder: You have not made any mention of the large number of school-leavers who come into the employment field.

Mr. HAWKE: There is nothing new in that situation.

Mr. W. Hegney: The Minister is acting like a Rip Van Winkle when he talks like that.

Mr. HAWKE: I quite agree more children would have left school last December than in any previous December because of the increase in school population, but the increase last December over the previous December would not have been that many. In any event, surely there is a responsibility upon the Government and upon the business community to find employment for these school-leavers each year. Surely we are not going to sit back and say, "Well, it is bad luck the number of unemployed in January is as high as it is, but unfortunately a large number of boys and girls who left school last December have not been able to find work." That might be all right as an explanation of why the problem exists, but it is useless and hopeless as a contribution to the solving of the problem.

Surely the Acting Premier would agree—I know he would—that the very worst possible thing to happen to boys and girls when they leave school is to be without occupation; to be without interest. I am sure his experience in life through the years would have taught him, as my experience has, that there is nothing worse for young people than to be without occupation; to be without income. After young people have been in that situation for a period—a few weeks, a few months, or a year—they are developing ideas and attitudes which are no good to them and no good to the community.

So I again appeal to the Government, to business concerns in Western Australia and to each and every person who is in a position to offer employment, to make a special effort in future years to ensure that as few people as possible are dismissed from their employment, or retrenched from their employment at or near Christmas time, and that all the boys and girls who leave school in December each year are provided with employment either governmentally or in some other direction.

I am practical enough to realise that there would probably be some school-leavers who would not be absorbed in employment. We would be a bit over-optimistic to think that in January of next

year, for instance, every boy and girl who left school in the previous December would be offered employment. So I think we have to give attention—and very solid attention—to the development of training systems for those who are not absorbed into Government employment or into private employment in January of each new year.

I think we have to be in a position to train them in some skill or other and to pay them, of course, during the time they are being trained. That would be a great investment by the Government. It might cost £20,000, £50,000, or £100,000 a year, but it would be developing the knowledge and the skills of the young people; it would be giving them an interest and an occupation; it would be retaining in them a spirit of independence and their anxiety to do well in life; and it would, perhaps more important than any of those things I have mentioned, be safeguarding their best qualities and citizenship.

Mr. Rowberry: Hear, hear!

Mr. HAWKE: It is easy for those who are in regular employment such as we are—for a period of three years at least following each election—to look down sometimes on young people who become so-called delinquents; who get into trouble. But if those young people have never had regular employment; if they have never had skilled training, I think the responsibility is more upon us as a Parliament; more upon the citizens of the State generally, and more upon the Government as such, than it is upon young people who develop bad attitudes, who develop bad qualities of citizenship, and who become anti-social to a considerable extent in their outlook and actions.

So very seriously, I suggest, for the consideration of the Acting Premier and his colleagues in the Government, that they give early—and I hope close and favourable—attention to what I have suggested for those school-leavers who are not absorbed into regular employment soon after the close of the school year.

Someone may think, "You might train a school-leaver who was unable to get regular employment to follow this line of skill. You might throw other school-leavers into other lines of skill, but later on they might enter some occupation where that skill is not required." That could easily happen. But what would have been lost?

I think that once a boy or girl is taught some skill, he or she possesses that skill. They have that additional knowledge; and even if it is not used the boy or girl concerned has had the benefit of the training; and, what is more important, as I said earlier, is that their time has been usefully and gainfully occupied. They have had a special interest; they have had an income; and they have had independence; and their outlook about the future

has been developed constructively, instead of, as it is often found in present circumstances when they are unemployed, being developed destructively.

I was extremely sorry indeed to read in the Press earlier this year that the State Government had decided it would not continue to assist financially any further the flax processing industry at Boyup Brook. I regret, Mr. Speaker, that you, in your capacity as member for Blackwood, are not with us on the floor of the House to have something to say on this subject. I know you are deeply interested and deeply concerned about the industry down there, because it is in one of your towns and you would be as keen as I am to have the industry continue with its operations.

I am at a loss to understand why the Government should reject the request of this industry for additional financial assistance. I know, as the Minister for Industrial Development was reported as having said in the newspapers at the time, that the State has assisted this industry substantially over quite a period of years. I know it has; but I would point out that this is an industry of double benefit to the State.

It is a benefit, in the first place, because it is a primary industry. The flax crop has to be seeded, sown, and gathered; and then, of course, in the mill it has to go through the necessary processing operations. It is a decentralising industry which surely is of some importance, and which should make some substantial appeal to Country Party members in the Government.

It is also a very important industry to Boyup Brook, apart from its value to the State as a whole. I understand 40 families at Boyup Brook depend on this industry for their income and livelihood. I do not know the total population of Boyup Brook, but I should think the 40 men who work in the mill, together with their dependants, would constitute quite a substantial percentage of the population of that town.

I hope the Government will not do in this matter, as it did in Collie; that is, allow the industry to be closed down and then say, "We have saved so much a year by not continuing to pay the annual subsidy any more". That would represent a direct saving to the Government of £20,000, or whatever the amount may be, per annum. But what about the loss of the industry to the town, and what about the loss to the State Housing Commission in relation to houses at Boyup Brook which would become empty, and which by virtue of being empty for long periods would deteriorate considerably in value?

I know that since the Government made its decision—if the Government did make it, and it was not made by the Minister

for Industrial Development alone—it is co-operating with the directors of the company concerned in making what I understand to be a joint approach to the Commonwealth Government for financial assistance, to enable the industry to continue in operation. I hope this joint approach to the Commonwealth Government will have much more success than the approach we made as a State Government to the Commonwealth Government in relation to this industry some years ago.

We found the Victorian interests were much too strong for us, and they had much more influence with the Commonwealth Government than we could possibly exert. Consequently we were not able to obtain any financial assistance from the Commonwealth for that industry. However, as members of the Government at that time, we thought the industry was sufficiently important and sufficiently valuable to warrant our making a decision to support it from State funds; and we did that.

I should think that if a detailed balance sheet covering everything could be drawn up, to show all the advantages both direct and indirect on the one side, and the cost to the State on the other, we would find that the cost to the State in the direct sense would be outweighed a hundred times by the great benefits which have accumulated to the district and to the town of Boyup Brook; to the State as a whole in a small way; and to all the people concerned in the growing of the flax crops; and later to those engaged in the processing of the flax itself.

I sincerely hope on my behalf, as well as on your behalf, Mr. Speaker, that, should the Commonwealth Government reject the joint approach which is to be made in this matter, the State Government will reconsider the situation and decide the industry is worthy of additional assistance for at least some further period.

I did read recently in a newspaper a report in which a representative of the company said the crops this season were wonderfully good. I also did read about some further tests or experiments being made on the processing side, and about more scientific advice having been or to be obtained; and it was hoped the industry would be able to survive and continue.

I thought the directors and shareholders of the company showed considerable stamina and ability to rise above discouragement when they decided to keep going on their own as long as they could. That action on their part should receive a reasonable and satisfactory response from Ministers in this Government; especially do I look to the Country Party Ministers to see this industry is kept going.

If the necessary amount of assistance can be obtained from the Federal Government, all the better; if not, I sincerely

hope and trust the State Government will, out of the very substantial sums available to it, spare a few thousand pounds a year to keep this industry going until such time as it is able to stand on its own feet and fully finance its operations.

I want to say a few words about the great number of fatal, near-fatal, serious, and not-so-serious accidents which are occurring on our roads every day. This problem is talked about and written about; and there are experts in all directions concerned about it. Every now and then a new proposal seems to come up. Some day one reads where something which had been tried before and had failed, has been resurrected and is to be tried again.

I go around in the motor vehicle which is available to me. I see one "Stop" sign at an intersection in some suburb; then I see a "Slow 15 Miles" sign at some other intersection. Then I come to an intersection which is far more dangerous than any of those bearing signs but find there is no sign at all. I would like to ascertain, if I could, upon what basis the police traffic authorities decide where the "Stop" signs or the "Slow 15 Miles" signs are to be placed, because there seems to me to be little or no sense in their placements in some instances.

I visit the district of Manning and Salter Point at least once a week to call on members of my family. As I approach a wide open intersection with a clear view in all directions I see a "Stop" sign. Being a very law-abiding citizen I stop the vehicle. Then I travel on, and after a few more intersections I come to one which is obscured from every method of approach, but find there is no sign at all. I agree that the road where the "Stop" sign is placed is busier than the one without the "Stop" sign.

When "Stop" signs are placed at intersections which are wide open, simply because a fatal accident might have occurred at that spot 10 years ago, motorists are encouraged to develop bad habits because those travelling in the other direction know they have the right of way and go like the hammers of Hell, unless they happen to see in their rear vision mirrors a uniformed policeman on a motorcycle coming up behind them. That is only a minor phase of the whole terrible situation. The situation on the roads is terrible indeed, and it is getting worse all the time.

There are some aspects which, I think, make a contribution to the high accident rate. One is that licenses to drive motor vehicles are granted to people who are too young. There can be no shadow of doubt about that in many instances. Probably licenses are left with old people when they are too old to drive safely. However, the law provides that on reaching the age of 17 years a person is entitled to apply

for a motor vehicle driving license. I suppose the subject would be too hot politically for the majority of members of Parliament to alter the law, and to lay it down that motor vehicle licenses are only to be granted to persons above a certain age, and also under a certain age, after they have passed the strictest driving test possible.

Mr. Nalder: There is something in that suggestion.

Mr. HAWKE: I am amazed at the ease and facility with which people can obtain licenses to drive motor vehicles. I speak feelingly in this matter because I got my license way back in 1928 when I thought I had failed in the driving test, but the policeman who tested me gave me the benefit of the doubt, after saying, "Where are you going to drive this vehicle?" On my saying to him, "Mostly in the bush", he said, "I think you will be safe there."

Speaking more seriously I would like to point out that before a person is allowed to drive a railway engine on set railway tracks, where there is every safeguard in the world and comparatively little or no traffic as compared with traffic on the roads, he has to go through all sorts of performances. It is true that behind the engine there could be many truck loads of goods, livestock, or passengers in the case of passenger trains; therefore, there is extra and additional responsibility on the engine driver.

But when one compares the safety of the engines on railway tracks with the dangers associated with driving manoeuvrable motor vehicles on the roads where there are thousands of other people driving motor vehicles, it is difficult to understand why the test for a motor vehicle driving license is as comparatively easy as it is.

I understand the test applied to persons who want to operate a stationary engine is a pretty stiff one, partly for reasons different from those applicable to driving a railway engine, and especially to driving motor vehicles on the roads; nevertheless that is a stiff test. There is no chance of a stationary engine running into somebody, although, of course, there is a risk of its blowing up.

One of the major contributions which might be made for greater safety on the roads would be the development of much stiffer driving tests before driving licenses are granted. I know there has been a suggestion lately that a provisional driving license should be granted first. I am not so happy about that idea, but I think it has more merit than the present situation.

However, the very fact that we think about granting a provisional license indicates the licensing authority is not too sure, but is prepared to give a person who obtains a provisional license an unrestricted right to get hold of a motor

vehicle and drive it along the roads; and provided he does not, during the probationary period, do any damage to his own or someone else's vehicle, he will get a permanent license.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. HAWKE: Before the tea suspension I was dealing with the very important subject of the increasing number of road accidents brought about mainly by the use of motor vehicles. I notice there has been inaugurated lately a campaign against pedestrians. I think I have said in this House more than once before that my sympathies are always with the pedestrians.

Mr. Craig: Except when you are driving a car.

Mr. HAWKE: They have no protection at all outside their own flesh and bones and such quickness of foot and such intelligence as they might be able to exercise in any given risky situation; whereas the driver of a motor vehicle has very considerable protection when a pedestrian gets into his line of vision.

I think a good deal more than is being done, or is proposed will be done, should be done in relation to training pedestrians in the crossing of roads. In the city section where the "Walk" and "Don't Walk" signs operate it appears to me to be quite sensible and safe for pedestrians to use those particular intersections. However, where there are no "Walk" and "Don't Walk" signs it appears to me that pedestrians could not try to cross the roads at a worse point than at the intersections, and especially where there are no red and green lights for the road traffic. When there are no lights of any kind at an intersection, a pedestrian when he tries to cross at such a place has to watch anything up to six lanes of motor traffic.

When I am down in the city and want to cross a road I never go to the intersections except possibly where the full lighting system is installed. I go a distance away from the intersections where one has to watch at the most only two lanes and where, of course, the traffic eases every now and then and the opportunity to cross safely is available.

However, pedestrians every now and then get advice, warnings, and have a blitz turned upon them; and for a time, I suppose, they are more or less terrified into trying to adopt organised and regimented methods of walking across the roads. I believe the Police Traffic Department and the road safety authorities might well be advised to consider the question of trying to organise in the most encouraging way possible the use by pedestrians of opportunities to cross the roads away from the intersections.

I do not know why intersections have such a great attraction for pedestrians. It may be because of the regimentation which has gone on. A lot of people are attracted to busiest places. I suppose the human being is a bit inclined that way; he wants to be with the crowd. But from my point of view, judged on my own experience and observations, I say that intersections, except where very specially provided for in regard to all types of lighting, are the most dangerous and difficult places for pedestrians to cross the roads.

I believe pedestrians might also be encouraged a bit to walk properly in the streets when walking along the footpaths. That appears to me to be the basic situation in which to commence training them. You can go down into the city streets now and you will find there is no orderliness in the walking of pedestrians down any one street. Some of them walk all over the place. There is no "keep to the left" or "keep to the right" or keep anywhere. They just wander, and some wobble.

Mr. Lewis: They do not even keep going.

Mr. Bickerton: No; they probably want to window-shop.

Mr. HAWKE: I think a lot more orderly system could be introduced into the actual walking of pedestrians and their conduct in the city streets. I know, as the member for Pilbara has just suggested, that pedestrians like to look in shop windows. That is all right as long as there is not a big crowd attracted to a window where there is a wonderful bargain advertised in which the price is reduced from 17s. 11d. to 25s. 9d.!

We know, of course, that excessive speed in motor vehicles is a very strong contributing factor to accidents. Often outside the regulated speed areas I travel faster than I need. I think the urge to give the accelerator pedal a bit of extra pressure is present in most human beings when they get behind the wheel of a motor vehicle. I see some motorists go past me when I am travelling, perhaps, at 50 miles an hour on the country roads. They just fly past. One would think they were on an urgent mission; but when one gets a few miles further on their vehicles will be seen parked outside a hotel; and if one stayed and watched, one would probably see them remain there for half an hour or longer.

I do not know much about alcohol from a personal or practical point of view, but I imagine when a driver has taken in a certain amount of liquor this sort of natural urge to push the accelerator pedal down becomes a bit stronger. I have been told that a man's reflexes when he has taken in a certain amount of liquor become more acute, but I would imagine that some other functions which would operate better otherwise, do not operate as

well when the influence of liquor is strong enough to work in the way it does work when a certain amount of it is taken into the human system.

I know the problem is extremely difficult and I have tried in what I have had to say about the problem to emphasise what I consider to be the main contributing factors—not all of them, but some of them—to the very high death rate and, of course, the very high accident rate where the accidents do not have fatal results.

Another matter I want to say a few words on before I conclude has to do with a peculiar form of party political electioneering advertising which has come into operation in Western Australia in recent weeks. I have not seen this sort of advertising previously. However, as members might imagine, I am a regular contributor to the *Northam Advertiser*. This has some small circulation in the areas which are in the Midland Province of the Legislative Council, so the sponsors and supporters of one of the candidates in the by-election in that district are advertising their candidate—a person by the name of Heitman.

Mr. Bickerton: What party does he belong to?

Mr. HAWKE: If members were to read this advertisement they would not know because these are the words on the advertisement—

Midland Province

The team for you:

Make it

Brand

Heitman

Above the name "Brand" is a photo of someone supposed to be Brand—surname only—and above the word "Heitman" is a photo, presumably, of this candidate. Then follow the words—

Heitman 1

on Saturday, August 17

For information, postal or sick votes, phone Geraldton on 1015 or 565. Or Perth 21 2081

Authorised by V. L. Ockerby, 1140 Hay St., Perth.

Now this Midland province is very much a Country Party province politically. Until the death recently of one of the province members, Mr. Simpson, the province was represented by three Country Party members, which proves that it is, as far as the electors are concerned, a Country Party province. I cannot imagine the Liberal Party is ashamed to put its label on its candidate, so I have to look for another reason why the Liberal Party would advertise its candidate throughout the province without any reference whatever to the political party to which he belongs: the political party which has endorsed

him; and the political party which is trying to steal the seat for which the by-election is taking place, away from the Country Party.

Mr. W. Hegney: The same as they did in the Darling Range.

Mr. HAWKE: It seems to me that the reason—the real reason—why the Liberal Party is not putting its ticket on this candidate is that it hopes by this subtle, cunning—and politically dishonest, if you like—method of advertising and campaigning to get the votes of quite a number of normally Country Party supporters who might not know for certain that this person is, in fact, an officially endorsed and 100 per cent. supported member of the Liberal Party.

I mention the matter to show the tactics and the methods which the Liberal Party comes at in its endeavour to scuttle, as it were, its Country Party colleagues in the Cabinet. It is another outstanding example in addition to the one we had here some time ago in connection with the Darling Range election and, subsequently, by-election for the Legislative Assembly.

I particularly bring this to the notice of the Acting Premier, who is the Parliamentary Leader of the Country Party in Western Australia, and generally to the attention of other Country Party members in this House. If they are as anxious, as I believe they are, to retain the seat at this by-election for one of their two candidates they had better bestir themselves and make it clear that the only true-blue Country Party candidates in the contest are, I think, Mr. Walker and Mr. Birch, and that the other candidate in the contest, who is not prepared to put a label upon himself and whose party is not prepared to put a label on him, is a dyed-in-the-wool Liberal Party supporter and more or less a representative of the St. George's Terrace farmers. Earlier in my speech—

Mr. Bovell: He has farmed in Morawa for over 30 years. I knew him there over 30 years ago.

Mr. HAWKE: What difference does that make?

Mr. Bovell: The Leader of the Opposition insinuated that the person he is referring to was a St. George's Terrace farmer.

Mr. HAWKE: The Liberal Party represents St. George's Terrace mainly.

Mr. Bovell: No it doesn't.

Mr. HAWKE: The fact that a person is farming at Morawa and is a strong supporter of the Liberal Party means that he supports Liberal Party policies, if it means anything at all.

Mr. Runciman: Liberal and Country League.

Mr. HAWKE: And Liberal Party policies and the main financial interests are centred in, and are represented by, St. George's Terrace, the financial and commercial centre of the city—and I am glad to see what I consider to be smiling approval of my claim in that regard from the member for Stirling.

Amendment to Motion

Earlier in my speech I dealt with the questions of unemployment and housing, and I now move the following amendment to the Address-in-Reply to be presented to His Excellency the Lieutenant-Governor:—

However, we regret the failure of the Government to meet adequately the need in the community for reasonable housing accommodation and to maintain employment for adults and young people at higher levels.

Debate (on amendment to the motion) adjourned until a later stage of the sitting, on motion by Mr. Nalder (Deputy Premier).

RESERVES BILL

Introduction and First Reading

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

Second Reading

MR. BOVELL (Vasse—Minister for Lands) [7.50 p.m.]: I move—

That the Bill be now read a second time.

The purpose of this Bill is to cancel Class "A" Reserves Nos. 3421 and 3495 and to create a composite reserve in lieu thereof for Government purposes. The proposal to establish the western switch road through portion of Parliament House Reserve "A" 1162 will involve the demolition of the Old Barracks at present occupied by the Public Works Department, which it is proposed shall be accommodated in new public buildings to be erected on the Observatory site. In the plan for the metropolitan region prepared by Professor Gordon Stephenson and J. A. Hepburn (Town Planning Commissioner) and published in 1955, the old Hale School site and the Observatory site were recommended as one of the future sites for central Government buildings. The former Hale School site is now reserved for "Public Buildings Site" pursuant to section 13 of the Hale School Act, 1958, and is at present occupied by the Education Department.

It is desired to proceed immediately with the erection of a new building on the Observatory site which will house the staffs who are at present using accommodation in the Old Barracks area. Tenders have

been received and an immediate start must be made on the construction of the new buildings if the target date of the 31st May, 1965, is to be achieved. Work cannot commence until Parliament gives its approval to the alteration of the purpose of the reserve. Time is now the vital factor in having these offices completed to keep in line with planning of the switch road.

The Review Committee W.A. Observatory has recommended a new site for the Observatory situated about one mile south of Mt. Gunjin and about three miles east of Bickley within State Forest No. 7.

Reserve "A" 3421, comprising Perth Lots H.138 and H.141, containing an area of 5 acres 3 roods 36 perches, is the old Hale School site which was made available for "Public Buildings Site" as provided for in section 13 of the Hale School Act, 1958. Reserve "A" 3495, comprising Perth Lots H.137, H.142, and 498—containing an area of 12 acres, 3 roods, 36 perches—was set apart in August, 1896, for the purpose of "Observatory Site". It was classified as of Class "A" in March, 1900.

When a decision was made to erect Government buildings on the existing Observatory site, departmental officers, including the Government Astronomer, sought the advice of the Forests Department and a representative of Mt. Stromlo Observatory in the quest for a new site. For some considerable time prior to that date there were already indications that because of the development in the city, the existing site was becoming unsuitable for an observatory. The Stephenson Report also referred to the subject matter when it recommended the use of the Observatory site for Government offices in the following terms:—

The Observatory itself as the city grows would be better placed in the hills where there would be less interference from artificial lights at night and no atmospheric pollution.

Therefore, there has been for some considerable time expert opinion that because of city development, the Observatory should go to another site. Sir Mark Oliphant, Director of the Research School of Physical Sciences at the Australian National University, recommended that the Observatory be moved to another site. The late Government Astronomer (Mr. Spigell) had been of that opinion for some time and, as I have already indicated, when a decision was made regarding new Government offices, action was taken. The site first selected was at Mt. Gunjin near Kalamunda and Bickley.

Subsequently, a committee comprising—

Mr. F. Gregson, Consultant, Special Projects, State Treasury;

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

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

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

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

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

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

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

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

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

House adjourned at 8.2 p.m.

Legislative Council

Thursday, the 8th August, 1963

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

QUESTIONS ON NOTICE

1. *This question was postponed.*

SOUTH BEACH

Siting of New Railway Installations

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

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

The Hon. L. A. LOGAN replied:

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

KALGOORLIE MINERS

Examinations by Kalgoorlie Hospital Medical Officer

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

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