

We cannot expect efficiency to be exercised in one section of the community only, merely because the people in that particular section are passing through adverse times as a result of increased costs of production. I believe that in many cases the profits being made by large companies today are far too high; far beyond what they need be. I could quote some examples, but I had better not. It is useless to criticise those engaged in the wool industry because they are seeking a single marketing authority. We know that if a single marketing authority were constituted it would bring about efficiency, despite the fact that it has been suggested by Mr. Irwin that to do this would be a socialistic move. Such a move is necessary even though it may be socialistically based.

The Hon. R. F. Hutchison: They do not understand what it means.

The Hon. E. C. HOUSE: Medicine is socialised, and doctors welcome it, because they would have many more bad debts as a result of people not paying their fees if it were not for the hospital benefit funds. Therefore, one cannot deny that they are enjoying the socialisation of medicine. There is no other name for it. I realise I am getting onto dangerous ground, so I had better desist.

There is another aspect relating to the question of efficiency on which I wish to speak. One of the greatest heads of expenditure in the recent Federal Budget was that of defence. Anyone who has had any experience of any of the armed forces knows full well that there is much inefficiency. I think that, with national training, a great deal more efficiency would be obtained. I understand that \$1,300,000,000 was the estimate for expenditure on defence. I think I read in the Press the other day that \$400,000,000 was the cost of running the Air Force.

In all of these Government departments I think there is room for more efficiency. The recent Budget has also shown that there is to be a rise of 3c in the price of fuel. There is sufficient evidence available at the present time to show that this increase of 3c could have been absorbed by the oil companies without the price of fuel being increased. Once again, I consider that this is as a result of inefficiency, and whilst the oil companies are allowed to continue increasing the price of fuel nothing will be done to achieve greater efficiency, because there is no incentive for them to bring this about. In my opinion I think they should be forced to achieve this objective.

The Hon. Clive Griffiths: You would not say that the Broken Hill Proprietary Company Limited was an inefficient organisation, would you?

The Hon. E. C. HOUSE: I did not say anything of the kind.

The Hon. Clive Griffiths: You said that B.H.P. had increased its price for steel by 3 per cent.

The Hon. E. C. HOUSE: I said that I did not agree that Broken Hill should increase the price for steel by 3 per cent., when it is already making ample profit. In my opinion \$60,000,000 profit in one year is a tremendous return for any company to make. The honourable member, of course, is a shareholder in that company and he holds a different view. When considering such matters it all depends on which side of the fence one is.

I think B.H.P. is probably one of the most efficient concerns there is in the country, and we are certainly very lucky to have it established in Australia. At a time when we are worried about inflationary trends, however, it is only reasonable that we should try to play our part to keep costs well in hand. I support the motion.

Debate adjourned, on motion by The Hon. F. R. H. Lavery.

House adjourned at 4.01 p.m.

Legislative Assembly

Thursday, the 20th August, 1970

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

QUESTIONS (52): ON NOTICE

1. *This question was postponed for one week.*

2. **GOLD**

Commonwealth Subsidy

Mr. T. D. EVANS, to the Premier:

What steps has he taken or does he intend to take to request the Commonwealth Government to review its goldmining subsidy decision?

Sir DAVID BRAND replied:

I have written to the Prime Minister asking him to receive a deputation consisting of the Minister for Mines, the Leader of the Opposition, and Mr. Brodie-Hall, President of the Chamber of Mines of Western Australia.

3. **HOSPITAL BENEFIT FUND**

Payment of Doctors' Accounts

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

In view of the hardship experienced by people on the lower income bracket to find the necessary money to pay their doctors' accounts in full before being eligible

for rebate, would it be possible for the Government to encourage the Hospital Benefit Fund of Western Australia to pay the accounts direct to the doctors as is the case with hospital accounts?

Mr. ROSS HUTCHINSON replied:

The Hospital Benefit Fund encourages patients to pay doctors' accounts and then obtain their recoups from the fund, but where it is not practicable for the patient to pay doctors' accounts first, the fund will always pay benefit direct to the doctors.

4. BUILDING BLOCKS

Shark Bay

Mr. NORTON, to the Minister for Lands:

Is it the intention of his department to make more land available for building at Denham, Shark Bay, and, if so, when?

Mr. BOVELL replied:

Yes. An auction of 33 residential blocks will be held as soon as roads and water mains have been provided, which work has been authorised.

5. SNAPPER TRAPPING

Shark Bay

Mr. NORTON, to the Minister representing the Minister for Fisheries and Fauna:

- (1) Have any of the officers in his department made an inspection of snapper caught in the Shark Bay waters by trapping this year?
- (2) If "Yes" has there been any noticeable falling off in numbers and size of the fish caught?
- (3) Has an inspection been made to ascertain if the fish are properly cleaned before being chilled or frozen and, if so, what was the report?
- (4) Are any traps being lost and, if so, to what extent?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) Information received indicates no change in the catch rate or fish size.
- (3) Not by fisheries officers.
- (4) No reports have been received about traps being lost.

6. COURTHOUSE

Carnarvon

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

- (1) When will tenders be called for the building of a new courthouse at Carnarvon?

- (2) Is it a fact that the Carnarvon Shire Council offered to make finance available for the building of the courthouse in Carnarvon and, if so, what were the conditions, if any, in respect of the offer?

Mr. COURT replied:

- (1) Date not yet determined, but is subject to availability of finance.
- (2) Yes; subject to building being erected on Lot 1147 and an undertaking by the Government to repay the loan.

7.

SEWERAGE

Roleystone

Mr. RUSHTON, to the Minister for Water Supplies:

- (1) Is his department aware that the water purity committee has instructed the Shire of Armadale-Kelmscott through its health officer to refuse building permits on subdivided land on the north or high side of the contour channel at Roleystone, unless deep sewerage is connected?
- (2) Can he supply maps designating the areas involved?
- (3) What is the justification for this action?
- (4) Is he aware that the local authority has maintained a minimum building block size of 60 perches deliberately to keep population densities low to ensure sewerage disposal can be handled adequately by septic tank?
- (5) Considering the unique terrain and aesthetic beauty of this area together with the fundamental right of a purchaser of subdivided land, without conditions attached, to build on the land within the uniform building by-laws, will he have his department negotiate with the local authority towards a satisfactory solution to this issue?

Mr. ROSS HUTCHINSON replied:

- (1) The Metropolitan Water Board is not aware that any such instruction has been issued by the water purity committee.
- (2) There has been some consideration given to the matter of proposed subdivisions of land on the high side of the contour channel. It is possible that these areas are the ones referred to and plans which I propose to table are a guide to those particular areas requiring special consideration when they are the subject of subdivision proposals.

- (3) The possibility of pollution of the metropolitan water supply.
- (4) No.
- (5) Yes.

The plans were tabled.

8. RAILWAYS *Diesel Oil: Cost*

Mr. JONES, to the Minister for Railways:

- (1) When were diesel engines first brought into service in the W.A.G.R.?
- (2) What was the cost per ton of oil at that date?
- (3) Has there been any increase in the cost of oil since that date?
- (4) If so, will he advise of the individual increases?

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

- (1) "Y"-class (shunter) the 28th October, 1953.
- "X"-class (main line) the 8th March, 1954.
- (2) \$40.50 per ton.
- (3) No.
- (4) Answered by (3).

9. ELECTRICITY SUPPLIES

Power Stations: Cost of Fuel per kwh

Mr. JONES, to the Minister for Electricity:

Referring to my question of Wednesday, the 12th August, 1970, wherein I requested the average cost of fuel per kwh and was advised that the information cannot be made available, will he advise the reasons why this information cannot be made available to Parliament?

Mr. NALDER replied:

The figures asked for would be of no practical use to Parliament. As I pointed out on the 19th June, 1969, and on the 8th November, 1969, in reply to questions, the overall generating cost of the commission's interconnected system is the important cost and not the cost of generation or of fuel at any particular station.

I also said that the commission's most economical stations are given the heaviest loading and the less efficient stations are used to a lesser extent with, however, the proviso that it is necessary at all times to keep some load on metropolitan stations to give security in case of breakdown of transmission lines from the south-west.

Those comments still apply.

10. DRYANDRA STATE FOREST

Army Base

Mr. W. A. MANNING, to the Minister for Forests:

Further to my question 44 of Tuesday, the 18th August, will he give details of his objections to the use of portion of Dryandra forest area as an Army base?

Mr. BOVELL replied:

Dryandra State Forest carries mixed hardwoods and an area of 19,111 acres of mallet plantation which will eventually have a high value to the State because of the unique strength of this timber. One small factory is already using mallet for tool handles.

For the past 40 years the area has been highly prized for the conservation of fauna and is in current demand as a youth training area. A report is in the course of preparation relating to the multiple use of the area for forestry, fauna and flora conservation, controlled recreation, and youth training.

11. EDUCATION

Mt. Barker High School

Mr. MITCHELL, to the Minister for Education:

- (1) Has a decision been made on upgrading the Mount Barker High School to fourth and fifth years?
- (2) If not, when can a final decision be expected?

Mr. NALDER (for Mr. Lewis) replied:

- (1) Full upper school courses will not be provided but consideration is being given to further fourth-year terminal courses.
- (2) Answered in (1).

12. ROADS

Grants to Local Authorities

Mr. STEWART, to the Minister for Works:

What are the total grants both from registrations and the main roads programmes to the following local authorities for the year 1970-71—

- (a) Coolgardie;
- (b) Yilgarn;
- (c) Westonia;
- (d) Merredin;
- (e) Narembeen;
- (f) Kondinin;
- (g) Kulin?

Mr. ROSS HUTCHINSON replied:

The answer, which is in statistical form, is as follows:—

**GRANTS TO VARIOUS LOCAL AUTHORITIES
FOR THE YEAR 1970-71**

Shire	Statutory Grants (Registra- tions)	Pro- gramme Grants	Total Grants	Estimated Additional Work on behalf of the Depart- ment
	\$	\$	\$	\$
Coolgardie	31,041	23,800	54,841	1,300
Yilgarn	89,892	44,500	114,392	1,800
Westonia	29,298	35,400	64,698	1,000
Merredin	106,874	40,800	147,674	14,350
Narembeen	51,487	39,800	91,287	900
Kondinin	48,428	55,300	103,728	6,000
Kulin	48,228	55,000	98,228	3,000
	380,243	294,000	674,843	28,150

13. ROADS

Old Coast Road, Mandurah

Mr. RUNCIMAN, to the Minister for Works:

- (1) Has the Main Roads Department a plan for the widening and development of the Mandurah section of the Old Coast Road?
- (2) If so, what are the details?
- (3) What are the department's intentions regarding a new bridge over the Murray River to link up with the coast road?
- (4) When can it be expected that a start will be made on the bypass road from Pinjarra Road to Fremantle Road?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) The Mandurah Shire Council and the Main Roads Department are reconstructing and widening a 3.3 miles section southwards from the bridge at Mandurah. On the remaining section of the coast road within the Mandurah Shire, work to improve the shoulders and verges is nearing completion. The allocation for these works totals \$56,000. Consideration will be given to the provision of funds in future programmes for further improvements.
- (3) and (4) Although planning for a bypass route, including a new bridge over the Murray River, has not been finalised, it is known that it would be very costly. Until planning has been finalised and a priority for the work established, no date can be set for a commencement of work.

14. DAIRYING

Milk Improvement Scheme

Mr. RUNCIMAN, to the Minister for Agriculture:

- (1) How many whole-milk producers had their licenses suspended for under-standard milk during the years 1968-69 and 1969-70?

- (2) Since the inception of the milk improvement scheme, has there been a marked improvement in milk quality?
- (3) Does the Milk Board intend to change its policy in any way in the implementation of the milk improvement scheme?
- (4) Is the Department of Agriculture giving assistance and advice to whole-milk producers who from time to time experience trouble in maintaining solids-not-fat standards?

Mr. NALDER replied:

- (1) Nil.
- (2) Following the introduction of the scheme for milk improvement in 1963 there was an improvement in milk quality. This was maintained until the current year when the solids-not-fat level declined, coinciding with adverse seasonal conditions.
- (3) No. The scheme for milk improvement will continue to be implemented.
- (4) Yes.

15.

DROUGHT RELIEF

*Rural and Industries Bank
Mortgages*

Mr. TONKIN, to the Minister for Lands:

- (1) Is it a fact that drought relief in the form of cash advances has been unavailable to the majority of farmers needing it because the Rural and Industries Bank requires a first mortgage on the applicant's property?
- (2) If "Yes" what alternative arrangements were possible to enable farmers in need of financial assistance to obtain it?

Mr. BOVELL replied:

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

16.

PENSIONERS

*Tapered Means Test: Travel
Concessions*

Mr. HARMAN, to the Premier:

Will persons receiving pensions as provided by the tapered means test amendments to the Commonwealth Social Services Act in 1969 receive travel concessions by the State as applying to other pensioners?

Sir DAVID BRAND replied:

- (1) No.

- (2) Travel concessions by the State are granted to that class of social service pensioner who qualifies, under the Commonwealth Social Services Act, for other benefits such as free medical treatment and free pharmaceutical requirements.

The Commonwealth did not extend these fringe benefits to those persons who became eligible under the tapered means test.

The decision not to extend the travel concessions to this class of pensioner is in line with the Commonwealth policy in other States.

17. MAYLANDS AERODROME

Development

Mr. HARMAN, to the Minister for Works:

- (1) Will he detail the extent of dredging operations in the Swan River near the Maylands peninsula and the extent of filling on the land formerly the Maylands aerodrome?
- (2) When will this work be completed?
- (3) When could this site—Maylands aerodrome—be ready for development for recreational purposes?

Mr. ROSS HUTCHINSON replied:

- (1) Total quantity of dredging to be carried out is 1,300,000 cubic yards.

This material will be obtained in part from the river bed and in part from adjoining land areas which will, when complete, increase water area by 38 acres.

This will provide sufficient material to elevate both the old aerodrome and adjoining low lying Crown lands to a level above maximum recorded floods.

- (2) The work on the Crown land will be completed by the end of May 1971, when the dredge will be withdrawn for overhaul and other works.

Work will resume on filling the aerodrome in October, 1972, and will be completed about March, 1974.

- (3) Both areas will require a consolidating period of 12 months after dredging has been completed before planned development can commence.

18. MAYLANDS AERODROME

Future Use

Mr. HARMAN, to the Minister for Lands:

What are the present proposals for the future use of the land formerly known as the Maylands

aerodrome excluding that section occupied by the Police Department?

Mr. BOVELL replied:

It is proposed that the land be set aside as a reserve for recreation and park lands. The Metropolitan Region Plan provides for a controlled access road through the area.

19. STATUTORY WOOL MARKETING SCHEME

Support

Mr. YOUNG, to the Premier:

As both grower organisations, the Farmers' Union and the Pastoralists and Graziers Association, have indicated their support for a statutory wool marketing scheme, and in view of the further 2½ per cent. drop in wool prices at the current Fremantle wool sales, would he advise the Prime Minister of the State Government's support for the scheme?

Sir DAVID BRAND replied:

On behalf of the State Government, the Minister for Agriculture has already informed the Commonwealth Minister for Primary Industry through the Australian Agricultural Council that the State supports the establishment of a statutory wool marketing authority. This view was supported by the majority of other State representatives of the council.

20. TRAFFIC LIGHTS

Hampton Road-Wray Avenue Intersection

Mr. FLETCHER, to the Minister for Works:

- (1) Is he aware that the intersection of Hampton Road and Wray Avenue, Fremantle, is difficult at any time and hazardous at peak traffic periods?
- (2) What is the earliest possible date at which traffic lights can be installed at this intersection?

Mr. ROSS HUTCHINSON replied:

- (1) Yes. Traffic control signals are planned for installation during the current financial year.
- (2) Early in 1971.

21. DREDGING

Bunbury Harbour

Mr. WILLIAMS, to the Minister for Works:

- (1) Approximately what amount of material has been dredged from the present Bunbury harbour since the installation of the "plug"?

- (2) What would have been the amount of material dredged if the "plug" had not been constructed?
- (3) What basic information was used to estimate the answer to (2)?

Mr. ROSS HUTCHINSON replied:

- (1) to (3) It is not possible to give a factual answer to these questions, but a very appreciable amount of additional dredging from the present Bunbury Harbour would have been necessary had the "plug" not been constructed.

22. DREDGING Bunbury Harbour

Mr. WILLIAMS, to the Minister for Works:

- (1) What amount of material, in cubic yards or tons, is to be dredged under the present contract for the new Bunbury harbour?
- (2) Will the total be required for reclamation within the harbour area?
- (3) Would he give consideration to using any excess material to reclaim and build up the low-lying foreshore on the northern side of the estuary, between the western extremity of the new port area and the "plug"?
- (4) Should there be no excess material for the purpose mentioned in (3), would he undertake a feasibility survey and study for dredging that section of the estuary, by folding back a portion of the low-lying foreshore and the possible deepening and cleaning of that present section of estuary?

Mr. ROSS HUTCHINSON replied:

- (1) 8,500,000 cubic yards.
- (2) No. Of the above total 3,100,000 cubic yards will be deposited at sea. 5,000,000 cubic yards will be required for reclamation within the port area. The balance of 400,000 cubic yards will be deposited immediately east of the road and rail access to the power station, to make available additional land.
- (3) There will be no excess material.
- (4) A feasibility survey and study is already planned.

23. MOTOR VEHICLES

Headlights

Mr. WILLIAMS, to the Minister for Police:

- (1) Is he aware, or has he received complaints, of the vast number of vehicles with poorly adjusted headlights travelling on the roads at the present time?

- (2) During the last 12 months have the Police Traffic Branch carried out snap headlight testing; if so, will these continue?

- (3) What number of—

- (a) prosecutions;
 - (b) warnings,
- have been issued to owners of vehicles with faulty headlights during the year the 1st July, 1969 to the 30th June, 1970 and the 1st July, 1970 to the present?

Mr. BOVELL (for Mr. Craig) replied:

- (1) Yes. Headlight tests carried out at police vehicle inspection stations reveal a large number that require adjustment.
- (2) No. Patrolmen are instructed to watch for headlight faults at night during normal patrols. Drivers of vehicles with incorrectly adjusted headlights are stopped and advised to attend at the vehicle inspection station at Bronte Street, East Perth, to have headlights checked. This station is open for voluntary testing of headlights each Wednesday night.
- (3) Individual records are not maintained but from a sample of infringement notices the following is estimated:—

	1-7-69	1-7-70
	to	to
	30-6-70	19-8-70
(a) Infringe-		
ments	150	12
(b) Warnings	758	201

24. PEDESTRIAN CROSSWALKS

Bunbury

Mr. WILLIAMS, to the Minister for Traffic:

What number of authorised pedestrian crosswalks are within the Town of Bunbury?

Mr. BOVELL (for Mr. Craig) replied:

I am advised that there are 52 pedestrian crossings marked under authority of previous by-laws within the Town of Bunbury.

25. EDUCATION

Senior High Schools: Assembly Halls

Mr. BERTRAM, to the Minister for Education:

- (1) How many senior high schools either have or do not require an assembly hall?
- (2) On what respective dates were these schools provided with assembly halls?

- (3) Which senior high schools do not have but require an assembly hall?
- (4) In recent months have two senior high schools been provided with assembly halls on an experimental basis?
- (5) If "Yes" which schools were these?
- (6) Has a list of priorities been prepared to indicate the order in which senior high schools will be provided with assembly halls?
- (7) If "Yes" what is the order?
- (8) If "No" when will the list be completed?

Mr. NALDER (for Mr. Lewis) replied:

- (1) Nine senior high schools have halls and one has a designed covered assembly area.
- (2) Halls—
Perth Modern School—1911.
Northam Senior High School—1921.
Bunbury Senior High School—1923.
Albany Senior High School—1925.
Collie Senior High School—1946.
Governor Stirling Senior High School—1946.
John Curtin Senior High School—1956.
Applecross Senior High School—1969.
Hollywood Senior High School—1969.
Covered Area—
Balcatta Senior High School—1967.
- (3) Eastern Goldfields Senior High School.
Geraldton Senior High School.
Kent Street Senior High School.
Armada Senior High School.
Mt. Lawley Senior High School.
Narrogin Senior High School.
Belmont Senior High School.
Tuart Hill Senior High School.
Busselton Senior High School.
Manjimup Senior High School.
Merredin Senior High School.
Katanning Senior High School.
Kwinana Senior High School.
Scarborough Senior High School.
Bentley Senior High School.
Melville Senior High School.
John Forrest Senior High School.
Pinjarra Senior High School.
Swanbourne Senior High School.
Churchlands Senior High School.
Cyril Jackson Senior High School.
Hamilton Senior High School.
Cannington Senior High School.
Mirrabooka Senior High School.
City Beach Senior High School.
Hampton Senior High School.
- (4) Yes.

- (5) Applecross Senior High School.
Hollywood Senior High School.
- (6) Yes.
- (7) Generally the policy will be to provide halls according to the order in which schools were established. The schools as listed in the answer to (3) are in order of establishment. One hall in three may be determined by special consideration of other factors.
- (8) Answered in (7).

26.

ANIMAL HUSBANDRY LABORATORY

Establishment

Mr. GAYFER, to the Minister for Agriculture:

- (1) Has any indication been given him of C.S.I.R.O.'s intention to set up an animal husbandry laboratory in Western Australia?
- (2) If not, has any research been made into this possibility by the Government and/or C.S.I.R.O.?

Mr. NALDER replied:

- (1) and (2) I understand C.S.I.R.O. is continuing its investigations of this proposal. Last year a team led by the Chief of the Division of Animal Health visited Western Australia and met industry leaders, farmers, and research workers. In June and July of this year, two officers of C.S.I.R.O. spent some weeks here studying certain aspects in more detail. It is expected that C.S.I.R.O. will make a final decision when the report of this latter visit has been considered.

27.

LIQUOR INQUIRY

Cost

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

What was the cost of the Liquor inquiry conducted prior to last year's Liquor Act legislation?

Mr. COURT replied:

\$19,104.27.

28.

DROUGHT RELIEF

Federal Aid

Mr. YOUNG, to the Treasurer:

- (1) Has he received any reply from the Prime Minister to his submission for drought relief aid to Western Australian farmers?

- (2) If not, would he again contact the Prime Minister and ask him to deal with the matter urgently? 32.

Sir DAVID BRAND replied:

- (1) and (2) On the 15th April, 1970, a submission was made to the Prime Minister detailing the drought relief measures taken by the State Government and seeking Commonwealth reimbursement of State expenditure on those measures.

On the 29th May the Prime Minister wrote rejecting the State's application for assistance.

On the 16th June a further submission was made to the Prime Minister seeking reconsideration of the Commonwealth's decision. Attention was drawn to the help given to other States and to an announcement on the 7th May by the Acting Prime Minister (Mr. McEwen) that it was the desire of the Commonwealth to contribute to rehabilitating the productive capacity of farmers affected by drought in Western Australia.

In a letter received yesterday and dated the 17th August,—and by the way I did not read that letter until this morning—the Prime Minister again refused to assist in financing drought relief measures in Western Australia.

The reason given for refusing help to Western Australia was that the amount involved in relief measures, estimated at \$2,742,000, was of the order normally met by State Governments.

As the Commonwealth has reimbursed expenditure by all other States on loans for carry-on and restocking purposes by way of interest-free advances, it is impossible for me to understand why the Commonwealth has twice refused to extend to Western Australia at least this form of assistance which we expect—I repeat “which we expect”—will involve us in an outlay from loan funds of \$1,750,000.

29 and 30. These questions were postponed.

31. MINING INQUIRY

Cost

Mr. JAMIESON, to the Minister representing the Minister for Mines:

What has the Mining inquiry cost to the present time?

Mr. BOVELL replied:

\$3,942.92.

HOSPITAL

Rockingham-Kwinana

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

Further to his reply to a question on the 24th March, 1970, with regard to the proposed construction of a new Rockingham-Kwinana Hospital—

- (1) Has he had representations from local shires emphasising the urgent and immediate need of a general hospital in the area?
- (2) Has he had representations from doctors in the Rockingham and Kwinana Shires emphasising the urgent and immediate need of a general hospital in the area?
- (3) Is he yet in a position to indicate when tenders will be called and/or when construction of the hospital will commence?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) Yes.
- (3) Much planning work has been done and it is expected that final sketches will be approved by the end of October. Contract documents will then take approximately nine months and it is hoped to call tenders mid-1971.

33.

EDUCATION

West Armadale Primary School

Mr. RUSHTON, to the Minister for Education:

- (1) When are students expected to occupy the new West Armadale Primary School?
- (2) What grades will be taught at this school at the commencement?

Mr. NALDER (for Mr. Lewis) replied:

- (1) This school is now known as the Neerigen Brook school and it will be occupied on the 28th September, 1970.
- (2) At this stage it is anticipated that children from grades 1 to 5 will be enrolled.

34.

MOTOR VEHICLES

Protection Against Theft

Mr. CASH, to the Minister for Police:

- (1) In view of the increase in the number of stolen vehicles, can he supply any information on the British antitheft device which

permanently engraves the car registration number on the side and rear windows of cars?

- (2) If not, will he undertake to secure the details of this device together with any information regarding its use by traffic authorities in the United Kingdom?

Mr. BOVELL (for Mr. Craig) replied:

- (1) Yes. The device consists of a small sandblasting unit and stencil which etches the registration number on the windows of the car. The proposal may have some value in countries where the vehicle retains the same plate number during its life, but would not be effective in Western Australia where there are numerous licensing authorities and considerable movement of vehicles between districts, by reason of sale and movement of persons.

Mr. Tonkin: That is a good argument for one licensing authority.

Mr. BOVELL: That is a different argument.

- (2) Answered by (1).

35 and 36. *These questions were postponed.*

37. LEGISLATIVE ASSEMBLY *Crested Stationery: Cost*

Mr. JAMIESON, to the Speaker:

What is the cost per sheet of the Legislative Assembly crested stationery—

- (a) foolscap sheets;
(b) quarto sheets?

The SPEAKER replied:

- (a) 2.52c embossed.
1.52c with unembossed crest.
(b) 1.92c embossed.
.92c with unembossed crest.

I might add that these charges stagger me and I will see if we can have cheaper quality paper used.

38. BRIDGE *Bassendean*

Mr. BRADY, to the Minister for Works:

- (1) When is the new bridge at Bassendean to be opened for traffic?
(2) Is it proposed to close the level crossing at Swan Street when the new bridge is opened?

Mr. ROSS HUTCHINSON replied:

- (1) It is expected that works at the intersection of Guildford Road will be completed early in October next enabling the bridge to be opened to traffic.
(2) Yes.

39. MOTOR VEHICLE INSURANCE COMPANIES

Terms of Operation

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

- (1) What deposit or provision is required before a motor vehicle insurance company can operate in Western Australia?
(2) Are the terms for foreign companies and local companies the same?
(3) Are any of the companies operating in Western Australia subsidiaries of eastern states companies now being investigated?

Mr. COURT replied:

- (1) and (2) These matters are the subject of Commonwealth law.
(3) Not known.

40. NORTH-WEST TREE SCHEME *Plantings, and Establishment of Nurseries*

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

- (1) During the period that the north-west tree scheme has been in operation, approximately how many plants have been distributed throughout the north?
(2) As a direct result of the scheme, how many local authorities and companies have been encouraged to establish their own nurseries?

Mr. COURT replied:

- (1) Approximately 200,000 shade trees have been produced and distributed throughout the north-west and Kimberley.
(2) As a direct result of the scheme every local authority, every school, a number of companies, including leading iron ore companies, and private individuals in the north-west and Kimberley have been encouraged to establish their own nurseries.

Response has been satisfactory, but efforts are being continued to encourage others to participate in the growing and establishment of shade trees and shrubs as well as expand existing plantings.

It is felt that as people become more conscious of the great value of trees and shrubs and more aware of the simple but effective techniques of planting and care during establishment periods, the programme will expand rapidly.

41. EDUCATION

Free Milk Scheme: North-West Schools

Mr. RIDGE, to the Minister for Education:

- (1) If any, to what schools north of the 26th parallel is fresh milk distributed under the free milk scheme?
- (2) Is frozen fresh milk distributed at any schools in Western Australia?
- (3) If "Yes" where?
- (4) As an alternative to the provision of powdered or condensed milk, has the authority which administers the scheme given consideration to the distribution of high milk content biscuits?
- (5) If "Yes" is it proposed to introduce the biscuits on a trial basis and at what schools?

Mr. NALDER (for Mr. Lewis) replied:

- (1) Carnarvon.
East Carnarvon.
St. Mary's Carnarvon.
Church of England Mission, Carnarvon.
Carnarvon Kindergarten.
- (2) Yes.
- (3) Roebourne.
Port Hedland.
Onslow.
Exmouth.
Wittenoom.
- (4) This is under consideration in Canberra by the Department of Health at the present time.
- (5) Consideration will be given to distribution if and when the Commonwealth amends the Act to include such biscuits.

42. STATE SHIPPING SERVICE

Use of Skid Mounted Tanks

Mr. RIDGE, to the Minister for Transport:

- (1) Is he aware of any effort having been made to encourage the use of skid mounted tanks which could be transported on State Shipping Service vessels for the carriage of commodities such as cooking gas and beer, which could be decanted into smaller receptacles at northern ports of call?
- (2) If "Yes" what are the main objections to the proposals?

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

- (1) and (2) Discussions have recently been held with both the brewery and a cooking gas distributor on the bulk movement of their products in tanks suitable for both

road and sea carriage, in view of the proposed introduction of LASH vessels.

In the consideration of a contract rate for this operation a major factor was the time taken in sea transit which would necessitate a number of additional tanks to cater for the traffic. On an economic basis road transport was considered more suitable.

The present service vessels are not able to accommodate such units and ensure regularity of supply because of the lack of suitable stowage access on deck, nor do they have the necessary equipment to locate them under deck and clear for other cargoes.

Another major factor is that the brewery considers that until there was sufficient population, the throughput, even in Port Hedland, would be insufficient to warrant the costs of necessary equipment.

43.

RAILWAYS

Kalgoorlie Express

Mr. MOIR, to the Minister for Railways:

- (1) Is it correct that the Kalgoorlie express is shortly to be routed via Wyalkatchem?
- (2) If this is correct, what is the reason?
- (3) What will be the extra time involved in the journey over this route?
- (4) What will be the new timetable?
- (5) Could not this serious inconvenience to the travelling public be avoided; if not, why not?

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

- (1) Yes.
- (2) This has been brought about by the delay in delivery of standard gauge rail cars and also for the reason that it is essential that rails from between Northam and West Merredin required for up-grading of track elsewhere, be reclaimed immediately.
- (3) Perth to Kalgoorlie—2 hours 25 minutes.
Kalgoorlie to Perth—1 hour 55 minutes.
- (4) Perth depart 4.55 p.m. (Sunday to Friday).
Kalgoorlie arrive 9.30 a.m. (Monday to Saturday).
Kalgoorlie depart 7 p.m. (Sunday to Friday).
Perth arrive 10.57 a.m. (Monday to Saturday).
- (5) Answered by (2).

44.

POTATOES

Number of Growers, and Price
per Ton

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

- (1) How many potato growers are currently licensed by the Western Australian Potato Marketing Board?
- (2) What is the number of growers in each district, and what acreage is concerned?
- (3) From which districts, and on what date, is it expected that supplies of new season potatoes will be available?
- (4) What is the anticipated shortfall of production below consumption requirements for the months of—
 - (a) September, 1970;
 - (b) October, 1970; and
 - (c) November, 1970?
- (5) What price per ton will be paid to the growers during the period September to December, 1970?

Mr. NALDER replied:

- (1) The number of licensed potato growers in each of the last three planting periods was—

Early crop—342.
Mid-season crop—213.
Late crop—513.
- (2) Number of licensed potato growers and acreage in each district:

Early Crop District	No. of Licensed Growers	Acreage
Benger	10	106
Dardanup	38	210
Donnybrook	98	380
Harvey	6	55
Metropolitan ..	140	385
Marybrook	43	306
Waroonna	6	18
Albany	1	3
Total	342	1463

Mid-Season Crop District	No. of Licensed Growers	Acreage
Manjimup	110	385
Warren	82	382
Marybrook	4	10
Metropolitan ..	7	20
Albany	7	15
Waroonna	2	6
Donnybrook	1	6
Total	213	824

Late Crop District	No. of Licensed Growers	Acreage
Albany	95	1004
Benger	13	187
Dardanup	29	229
Donnybrook	105	530
Manjimup	118	723
Warren	89	670
Marybrook	52	397
Waroonna	8	44
Harvey	4	20
Total	513	3804

- (3) It is anticipated that harvesting of new season potatoes could commence at Spearwood, Benger, Brunswick, Dardanup, and Donnybrook during the last week of September.
- (4) The anticipated shortfall of potatoes for the period the 17th August to the 30th September, 1970, is 1,600 tons. No shortfall is anticipated for October or November, 1970.
- (5) There are two separate pools involved in the period mentioned and the respective prices will not be known until after the closing dates.

45 to 47. *These questions were postponed.*

48.

RAILWAYS

Railway Houses: Northam

Mr. McIVER, to the Minister for Railways:

- (1) Owing to the acute housing shortage of railway employees in Northam, will he advise if further railway homes are to be constructed this financial year?
- (2) If "Yes" where will they be constructed?

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

- (1) It is not acknowledged that there is an acute shortage of housing for railway employees at Northam and no further railway houses are planned for the current financial year.
- (2) Answered by (1).

49.

RAILWAYS

York Depot

Mr. McIVER, to the Minister for Railways:

- (1) When will the loco depot at York be closed?
- (2) Will the personnel be transferred to Northam?

- (3) Will trains on the York-Pantapin section be operated by Northam crews when York depot closes?
- (4) If so, will Pantapin or Quairading be the destination of these crews?

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

- (1) Closure of this depot will take place upon the provision of barracks at Quairading, which it is proposed to commission during this financial year. Some reduction in staff will be made early in October.
- (2) Locomotive staff have been interviewed and are being transferred to various depots of their choice. Three drivers and three firemen will transfer to Avon (Northam).
- (3) Yes.
- (4) Quairading.

50. RAILWAYS

Personnel Displacement: Avon Electorate

Mr. GAYFER, to the Minister for Railways:

- (1) What movement of railway personnel is expected to be made from each of the towns of Bruce Rock, Corrigin, Quairading, York, Beverley, and Brookton?
- (2) To where will these personnel be transferred?
- (3) What will be the system of operation to ensure the continuing surveillance and handling of the railway system in and adjacent to these areas?

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

- (1) Bruce Rock—

Nil.

Corrigin—

1 guard;

1 barracks caretaker.

Quairading—

Nil.

York—

7 drivers;

6 firemen;

1 trainee engineman;

7 guards;

2 porters.

Beverley—

The permanent way gang is listed for disbandment in December, 1970.

Brookton—

Nil.

- (2) Transfer of Traffic Branch staff, i.e. guards, porters and barracks caretaker will be determined in the

light of vacancies existing elsewhere and the wishes of these employees.

Transfer of locomotive enginemen will be as follows:—

York—

To Avon (Northam):

3 drivers;

3 firemen.

To Wongan Hills:

1 driver;

1 fireman.

To Midland:

1 fireman;

1 trainee engineman.

To Forrestfield:

1 driver;

1 fireman.

To Kondinin:

1 driver.

To Albany:

1 driver.

Beverley—

Permanent way staff will be offered transfers to other suitable localities.

- (3) Adjacent permanent way gang lengths will be extended and greater use made of maintenance by mechanical means. No other alteration of current practice will be required.

51.

RAILWAYS

Fertilisers: Tonnages

Mr. JONES, to the Minister for Railways:

- (1) What tonnages of fertiliser were delivered by rail for the years 1967-68 and 1968-69 to stations and sidings in the following local authority areas—
 - (a) Katanning;
 - (b) Kojonup;
 - (c) Tambellup;
 - (d) Broomehill;
 - (e) Nyabing-Pingrup;
 - (f) Dumbleyung;
 - (g) Lake Grace;
 - (h) Wagin;
 - (i) Woodanilling;
 - (j) Narrogin;
 - (k) Wickepin;
 - (l) Corrigin;
 - (m) Cuballing;
 - (n) Kulin;
 - (o) Pingelly;
 - (p) Kondinin?
- (2) Will he also advise the works from which the fertiliser was despatched?

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

- (1) and (2) The information requested is set out in a schedule which I request permission to table.

The statement was tabled.

52. *This question was postponed.*

**WORKERS' COMPENSATION ACT
AMENDMENT BILL (No. 2)**

Introduction and First Reading

Bill introduced, on motion by Mr. O'Neil (Minister for Labour), and read a first time.

ADDRESS-IN-REPLY: SIXTH DAY

Motion

Debate resumed, from the 19th August, on the following motion by Mr. Cash:—

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

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

MR. WILLIAMS (Bunbury) [2.49 p.m.]: Like most other members of the House, I take the opportunity on the Address-in-Reply to bring forward some problems which confront my electorate as well as problems which confront sections of the State. Before I commence with the problems in my own electorate, I would like to refer to some remarks which were made by the member for Fremantle and some remarks which are contained in the speech made by the Governor at the opening of Parliament regarding full employment and the employment situation.

I have not a copy of the speech made by the member for Fremantle, but I think I would be fairly correct in saying that the honourable member expressed concern at the unemployment situation and said that it was running to about 1.2 per cent. I interjected—and I think the Minister for Industrial Development did likewise—to remind the member for Fremantle that the late Ben Chifley, and also the past-president of the A.C.T.U. (Mr. Monk), both publicly stated some years ago that in their opinion full employment was when the unemployment percentage was at about 2.4 per cent.

Mr. Jamieson: I am glad you prefaced that by saying, "Some years ago." But we have to modernise our thinking.

Mr. WILLIAMS: I think that as our work force increases, so does the number of people who are unemployed for one reason or another. As the work force increases,

we find many more people changing their jobs and some like to have a little rest between jobs, so they lodge a claim for social services. As a matter of fact, I have it on reasonably good authority that, particularly around Christmas and in the early part of the year, some school children who have attained the age at which they can leave school—15 years—register for unemployment relief and receive social services, even though they intend to continue at school.

Those children are then free to go surfing and do all sorts of things. Of course, when they are confronted with a job they take the position and after a couple of days they say they do not like it and return to the social services relief and their surfing. Cases such as those I have quoted make up some of the unemployment figures at that particular time, and so build up the percentage.

Mr. Brady: Is this what they do in Bunbury?

Mr. WILLIAMS: This applies in many parts of the State. As a matter of fact, I should imagine there would be some in the Swan electorate. The people I have mentioned make up only a small percentage of the total number of unemployed. However, the practice does help to build up the unemployment figures from time to time.

Mr. Bickerton: Wouldn't this have been ever thus?

Mr. WILLIAMS: I suppose so; I am not saying it was not. However, the facilities are available for people who do that.

Mr. Bickerton: You should compare past figures with present figures.

Mr. WILLIAMS: I am not comparing figures; I am merely talking about the present.

Mr. Bickerton: We were not trying to arrive at who was unemployed; but, rather, the figure of unemployment.

Mr. WILLIAMS: If I can continue; the member for Pilbara has had a fair go. No-one can complain about being unable to find a job. There may be people who cannot find a certain type of job they would like. The member for Fremantle and the member for Pilbara who both have some knowledge of business should try to get a semiskilled or skilled tradesman, or even a labourer, and they would find that in most cases it is necessary to go out and buy labour from another firm. In other words, it is necessary to offer higher pay. This applies in the country just as much as, or even more than, it does in the city.

I have had to do the same thing myself, and one can never be too sure how long the employees will stay, because somebody else might buy them from one. I do not mean to say that this is bad, although I think it does make for problems in industry and also problems concerning the surety of staff and continuity of business.

From time to time we read in the news media, and hear speeches made in this House, about the road toll. I think every thinking person finds this a little worrying. Although I do believe that the figures which are quoted from time to time are true, they are figures purely and simply concerning the number of people killed in road accidents. Those figures are ever increasing, but that does not mean to say that there are more and more accidents occurring per number of motor vehicles.

I have some statistics from the National Safety Council. I suppose if I wished I could go back to 1956 and make a greater comparison, but I do not think that would be fair, because road conditions have changed, and many improvements have been made to motor vehicles since 1956. The National Safety Council relates its statistics to the number per 10,000 registered motor vehicles and, as a matter of interest, I will quote the figures for 1956. In that year there were 10.7 deaths per 10,000 registered motor vehicles, 229 persons injured, and a total of 179 accidents.

In 1965—which provides a later comparison—there were 8.69 deaths, 194 persons injured, and a total of 144 accidents—all per 10,000 registered motor vehicles. So we come to 1969, the latest figures available, and once again all the figures are per 10,000 registered motor vehicles. We find that the death rate was 7.77, 169 persons were injured, and the number of accidents was 120.

So we see that the number of persons killed has dropped by one person per 10,000 registered motor vehicles, the number of persons injured has dropped by something like 55, and the number of accidents reduced by something like 24. So perhaps the picture is not as black as it is sometimes painted, although the problem must concern all of us.

Mr. Lapham: Does the honourable member realise that there are 100 people killed or injured each week in the metropolitan area?

Mr. WILLIAMS: That is right, but we have to proportion this to the number of vehicles on the road. As we get more vehicles, so we will have more accidents.

Mr. Lapham: That is not so, because the greater the congestion the less the speed, and the less the accident potential. This is so in New South Wales at the moment. You cannot drive fast enough to get hurt.

Mr. WILLIAMS: Not necessarily, because we find some people become impatient at times as a result of the slowness of other traffic, and that is likely to lead to more accidents. The most recent statistics I was able to find indicate that for the period from the 1st January to the 8th July this year there have been 195 deaths.

It is interesting to look at the types of accidents which resulted in fatalities both in the country and the metropolitan area. In the country we find that deaths resulting from vehicles overturning numbered 41, which represented 37.27 per cent. of the total country road deaths. The number of deaths resulting from vehicles colliding with immovable objects was 16; which represented 14.55 per cent. of the total. The number of deaths resulting from vehicles colliding with other vehicles was 28, or 25.45 per cent. Other deaths occurred under different headings, such as "Pedestrians," but those I have quoted are the three main headings.

I turn now to the metropolitan area, and we find that the number of deaths resulting from vehicles overturning was two, which represents 2.35 per cent. of the total number of deaths. The number of deaths resulting from vehicles colliding with immovable objects was 10, or 11.77 per cent. of the total. In the case of vehicles colliding with vehicles, the number of deaths was 39, or 45.88 per cent. This leads me to believe that we must look towards greater and more intensive motor vehicle driver training both in the country and in the metropolitan area.

I was very pleased to note that the Governor, in his Speech, said—

The Government is also establishing driver-training schemes at youth education centres, including some in country areas.

Mr. Lapham: Is there one at Bunbury?

Mr. WILLIAMS: I am coming to that, the honourable member anticipated me. At the present time there is a driver-training class at the high school in Bunbury, and I hope that this will be extended into a fairly general school, in the sense of a closed circuit training area or something similar to, but perhaps not as extravagant as, the National Safety Council centre here in Perth.

In Bunbury at present there is a man by the name of George Spalding, who is a youth council guidance officer. I think the member for Warren knows him, because he did reside in the Warren electorate some years ago. He used to be a ruckman for the Perth Football Club. He is a fine fellow and most interested in his work. He is also extremely interested in driver training.

I hope the Government will look very closely at a proposition that is to be placed before it—if that has not already been done, but I do not think it has—to set up a closed circuit driving school in the Bunbury area. There is sufficient land available in Bunbury for the establishment of such a school. There is reserve No 670, part of which could be used for this purpose; and no doubt the approval of the Minister for Lands could be obtained to release it. I also feel sure that the Bunbury Town Council would give its support to this move.

An area of five or 10 acres would be sufficient to provide a closed circuit driver-training school, and, no doubt, if it were established it would meet the needs of those people living in areas and towns in the vicinity of Bunbury. Such people could travel to Bunbury to obtain instruction in driving on this course.

A closed circuit driver-training course would prove to be advantageous not only to those wishing to learn to drive a vehicle but also to the police officers who are obliged to test a driver before a license is issued to him. At the moment a person who becomes eligible to undergo a test for a motor driver's license proceeds to the police station for this test, and if it is a fine day during summer the officer testing the applicant for a license would have no idea how that person could handle a vehicle in wet conditions. Conversely, if it is a wet day when a person presents himself for a test, the officer conducting the test would have no knowledge of how that person could handle a vehicle under dry conditions.

On a closed circuit course for driver-training conditions could be simulated and those persons applying for a license could be tested under both dry and wet conditions, at high speed, and so on. The officer testing the driver, or the person who is training him would be able to watch the reaction of the driver and correct any faults he made in any particular situation.

If we are anxious to do something to reduce the death toll on our roads I believe, as time goes by, we will have to establish not one, but many of these closed circuit courses for driver training.

Mr. Lapham: Would the applicant for a driver's license be tested on gravel roads as well as bitumen roads?

Mr. WILLIAMS: This is one of the failings of putting an applicant for a driver's license through a test at the moment; that is, he is only tested on bitumen roads. I will admit that today a motorist can travel great distances in the country areas without travelling over any gravel roads. One has to travel some distance out of Bunbury, for example, before one finds a section of gravel road on which to test a car. If one wishes to test a second-hand car, in particular, one is most anxious to give it a trial over a gravel road. I even like to put a new car over a rough section of road, because whilst it is under warranty one is in a better position to find any faults in the car by travelling over a gravel road, and report them before the warranty expires.

The advantage of a driver-training course is that all types of road can be simulated; that is, a person can be tested on both gravel and bitumen roads.

Mr. Lapham: Would he be tested on high crown roads as well?

Mr. WILLIAMS: Yes, provision could be made for high crown roads on the course, together with street junctions and cambered curves. Provision could also be made to build a section of road with a reverse camber, because if a motorist was travelling on a road with a reverse camber at high speed and he did not know how to handle the car at this speed he could certainly get into difficulty. I will admit, however, that roads with reverse cambers are becoming fewer and fewer.

I hope the Government will give sympathetic consideration to this proposal, and not only in Bunbury. At this stage I consider that driver-training courses should be established in major centres such as Geraldton, Northam, Kalgoorlie, and possibly Esperance. Then, as time progresses, perhaps less elaborate driver-training courses, but of a similar nature, could be set up in the smaller centres. These courses could be used not only by young people in the main but also by more mature people who, for some reason or other, did not have the opportunity to obtain a driver's license earlier in their lives. On these driver-training courses people could be put through the whole gamut, as it were, to find out if they can handle a vehicle in all sorts of conditions.

Mr. Gayfer: I suppose you know the cost of establishing these driver-training schools?

Mr. WILLIAMS: Yes; I admit that they are fairly expensive. I am glad the member for Avon is showing some interest, because I believe that to establish a driver-training school in a country town would not be as expensive as it would be in the city. I think we are fortunate in Western Australia in having community organisations such as service clubs which perform some excellent work for their districts and take a great interest in proposals like the one I am now advocating. I know that there are many people in Bunbury, who are not members of service clubs, who would give a great deal of their spare time towards establishing a training school for drivers in Bunbury.

Mr. Gayfer: Of course, this is so at the Mt. Lawley school.

Mr. WILLIAMS: Yes, I know; but similar courses, on a smaller scale than the one at Mt. Lawley, could be established at various country centres. As I have said, they need not be as elaborate as the one at Mt. Lawley, but at least they could be used to upgrade the skill of the average driver of a motor vehicle. The object is not to have all motorists on the road being able to handle a car as well as Stirling Moss, and certainly not to encourage them to travel at the same speed as he does although, of course, he does all his high speed driving on a controlled circuit.

Mr. Lapham: We do not want them to finish up like Stirling Moss, either.

Mr. WILLIAMS: No. The object is to train people to handle a car well under all sorts of weather conditions.

Mr. Lapham: Would these training courses be available to parents for the purpose of training their own children; at a charge of course?

Mr. WILLIAMS: I would not be sure of that. I have not gone into any detail in regard to the proposal. I think this would be a question to be decided by those who would be in charge of the driver-training school. I think there would be a fair amount of confusion if parents were allowed to use such courses for the training of their children, even though under the supervision of an officer in charge. I know many parents who are not capable of handling a vehicle under the conditions which they would find on a closed circuit course.

Speaking as a parent, perhaps it would not do many parents any harm if they were to attend such schools so that their driving ratings could be improved. There are times when I feel I get into situations in which I am not too sure I have complete control of my car; and one does not have to be speeding, either, to find oneself in such circumstances. One can still get into difficulty, even travelling at a moderate speed, because of adverse conditions on the road.

Mr. Gayfer: I am sure that many of your parliamentary colleagues sitting in this Chamber today would benefit from taking such a course.

Mr. WILLIAMS: I agree with the member for Avon. I do not know whether the member for Avon has gone through one of these driver-training courses, but I feel sure that all members would benefit if they submitted themselves to a test on a closed circuit course—I think the cost is only about \$8—because it may save not only their lives, but also the life of somebody else.

I now wish to speak of caravan parks. At present the by-laws of many local authorities relating to caravan parks provide that no caravan can remain in a caravan park for a period longer than three months. I understand this term can be extended in certain circumstances and that this is often done. However, I believe we have a great deal to learn about caravan parks. Over the years it has been my impression that our population is becoming more mobile and the work force is becoming more mobile, and I think we have to take steps to cater for such a trend.

A couple of years ago I was fortunate enough to go on an overseas trip under the auspices of the Commonwealth Parliamentary Association. I visited Canada,

and while in that country I called into the town of Edmonton in Alberta where I met my brother who was, and who still is, a school teacher there. We spent a little time looking at special caravan parks which were set up to enable people to live for long periods in them and to become a mobile work force.

In Canada these caravans are known as house trailers. I saw one caravan 65 feet long and 14 feet wide; it had three bedrooms, a kitchen, and every convenience including a kitchen sink. These caravans can be towed along the road under special permits, with road patrol officers guiding them through the traffic.

They can be driven into a caravan park which is virtually a suburb with the streets already made. The blocks have been set aside for this purpose, and the house on wheels, as it were, moves onto one of these blocks where it can be connected to electricity, water, and sewerage. The house trailer can be jacked up, and the wheels removed so that they can be stored if the trailer is remaining on the block for any length of time. This is done to prevent the wheels from deteriorating from the effects of snow and heat. The wheels can be stored, and the caravan base can be bricked in if the owner wishes to remain there for two years, 10 years, or even for life.

These house trailers are built in all sizes. Some are of the same size as the caravans we find in Western Australia, and others range up to as long as 65 feet and as wide as 14 feet. The average is in the order of 40 feet long and eight to 12 feet wide. Accommodation of this size is equivalent to the accommodation provided in a home of reasonable size.

My younger brother, who has just returned to Canada after having spent a few weeks in Western Australia, will buy a house trailer—he being newly married—and it will cost him \$8,500. It will also cost him \$30 a month to park it in the caravan park.

Mr. Gayfer: I thought that all types of luxurious houses were supplied to teachers in Canada.

Mr. WILLIAMS: Not at all. I can tell the honourable member another story about that, but I will leave it until another time. From now on, I believe there will be a surplus of teachers in Canada, and any teacher who intends to go there will need to be assured of a job before he leaves, because the present unemployment rate is 6.6 per cent. of the population, whereas when I was in Canada the unemployment rate was 2.5 per cent. Everyone there said at the time that the unemployment rate of 2.5 per cent. was almost equal to full employment.

The creation of similar caravan parks in Western Australia could be looked into. I am sure that local authorities and business people in the State are prepared to

set them up. They are not slums; they are the same as other housing areas. The blocks in these parks are designated, and the caravans front onto the street, just as the normal suburban house fronts onto the street. The only difference is that the caravan is on wheels. By living in this type of accommodation a person is free to move around if and when he chooses; or, if he prefers to remain for any period, he may do so.

The next subject I wish to refer to concerns the railways. Last year a Bill was passed to provide for the construction of a spur line from Picton Junction to the new Bunbury port and power station. When the Bill was going through the House I had something to say; and I would now like to reiterate and, possibly, to elaborate on, my remarks. At the time I said that the Government should give early consideration to the establishment of marshalling yards in the Picton Junction-Waterloo area, and to the removal of the conglomeration of railway works from the northern end of the town of Bunbury to outside the town. That would make Picton Junction to Bunbury the same as Kewdale is to Perth.

The development of Bunbury will continue. Over the last eight to 10 years it has experienced a population growth rate of about 5 per cent. each year. With the exception of one or two people in the town, everyone else is optimistic enough to believe that the growth will be maintained. The growth might even be increased with the development that is taking place, including the port development. With this growth will come other development in the fullness of time.

The sort of thinking in respect of the sinking of the railway line in Perth should be applied to the development of Bunbury. Recently an announcement was made by the Government that it would sink the railway line in Perth. I have checked through the newspapers, and I fancy I saw a report that the Minister for Railways had plans for the financing of this project. I might be wrong, but I thought he said that because the commitment of the State to the standard gauge railway would not be as great in future years some of the money could be set aside for the sinking of the railway in Perth. I would strongly suggest to him that some of this money be earmarked for the development of marshalling yards in the Picton Junction area.

At this stage steps should be taken at least to purchase the required land; if land is not acquired now the Minister might be facing a similar situation in Bunbury to the one he now faces in respect of the sinking of the railway line in Perth. If the land is not acquired now it might be necessary to sink the railway line in Bunbury. It is of advantage to acquire the land now, because it is much cheaper to do so than to wait until further development has taken place.

At present the land in the Picton Junction area and slightly north towards Waterloo is generally zoned as rural. With the passage of time and with the development that is taking place, the zoning of this land will change. As industry develops, as commerce becomes established to a greater extent, and as the necessary services are extended there will be a consequential increase in the population. Of course, this will tend to lift the price of land in that area. It would be wise for the Government to set aside money within the next 12 to 18 months to buy an area of land which it considers adequate for the establishment of marshalling yards at Picton Junction, so that in the fullness of time the main line from Picton Junction to Bunbury, which goes through the centre of Bunbury and ends up at the northern end, may be discontinued. It cannot be extended any further, and what now exists presents an unsightly scene—as marshalling yards in the middle of any town usually do.

If what I am suggesting is implemented it will make for good town planning, and ease some of the traffic congestion in the commercial end of the town of Bunbury. I hope the Government will give this matter serious consideration, and set aside the necessary money to purchase land. I believe money spent for this purpose will be a good investment, and it will save the Treasury a considerable amount if land is acquired now instead of in five or seven years' time.

I would like to pay a compliment to the Minister for Railways, because he was good enough to go to Bunbury recently and meet a group of the residents from the Glen Iris area in the Wellington electorate. Unfortunately, the member for Wellington was not able to be present at the time. The Minister met these residents because of the uncertainty they felt in regard to the second schedule of the Bill which passed through Parliament last session. This allows for the establishment of a loop line from the main spur line to serve the southern and western side of the Port of Bunbury. This line was to pass through Glen Iris and the properties of some of these people.

Some misconceptions arose as to what would happen, and as to when and how the line was to be built. After the Minister for Railways met the people he allayed their fears, and I have not seen so many happy people leave a meeting. I am sure that I speak for the residents of that area when I say that the efforts of the Minister for Railways in going to Bunbury and meeting them were appreciated. That helped to sort out some of their problems.

I would now like to deal briefly with a subject which I raised last year. I wish to make one or two points in regard to industrial unrest. Since I spoke on this subject last session industrial unrest does

not seem to have decreased. As the reports of the Industrial Commission show, over the years this unrest has increased greatly. I was interested to see some reference in the 1969-70 report to the time lost in industry.

To run through the figures quickly, the 1965-66 report showed that 4,113 man days were lost during that financial year. During 1966-67 a total of 2,702 man days were lost; during 1967-68; a total of 5,233 man days were lost; during 1968-69 a total of 77,122 man days were lost; and I should say that during the year 1969-70 the figure will be in the vicinity of 100,000 or 150,000 man days lost in industry.

I believe something should be done about this loss to industry. It is not necessarily the fault of the union executives in all cases, because we know—and we have seen this occur from time to time—of the actions of shop stewards who ignore union instructions to go back to work. The shop stewards take the matter into their own hands and they coerce and hold the gun at the heads—on many occasions—of their fellow workers.

Section 36P of the Industrial Arbitration Act provides that the court, when it thinks fit, can order a secret ballot. To my knowledge this has not been done for a long time. I could be wrong, but I do not think this has been done since the Act was greatly changed in 1963. I believe the provision for a secret ballot should go further than just the court being able to call for one. I believe a certain number, or a certain percentage, of the men concerned should be able to call for a secret ballot if they so desire. Also the Government should be able to instigate a secret ballot when it is in the public interest.

In the south-west, not so long ago, a meeting between representatives of several unions and the management of a company was held to arrange for a new award, over-award payments, service pay, and improved general conditions. The management of the company, and the representatives of the men concerned in the claim, came to an agreement except for one or two very small items. However, when the union officers went down from the city they told the management of the company that the men would not accept the terms, and that the men were enraged at the offer; that under no circumstances would the men accept what the company had offered, and they would go out on strike if the company did not review its offer.

The union officers then returned to Perth to allow the company to think about the matter. In the meantime, a very reasonable union branch chairman asked the men if they would like to participate in a secret ballot to see whether the company's offer was acceptable or not. That

man wanted to find out how enraged and outraged the men were with the company's offer.

The secret ballot was held. It is very interesting to observe the sort of representation the workers get in some cases, particularly when one sees a case such as the one I am outlining. I am not suggesting that this would happen on every occasion, but I suggest it does happen in many cases.

Mr. Jamieson: The men are like the electors; they get the representative they deserve.

Mr. WILLIAMS: That is right; but at times they do not know the representative.

Mr. Jamieson: Parliamentary elections are the same.

Mr. WILLIAMS: I will make my speech and the member for Belmont can speak later. The informal votes cast numbered eight; those against accepting the company's offer numbered six; and those in favour of accepting the offer numbered 85. These were the 99 men who were enraged at the company's offer and who would not accept that offer under any circumstances. Yet, roughly 85 per cent. said they were prepared to accept the company's offer. I shall have more to say on this matter later during the year.

Another subject on which I wish to speak is compulsory unionism. A lot has been said about this subject by both sides. I refer to the unionists who favour the system, and to the unionists who object to it. I firmly believe it is each man's right to join an association of his own choice if he so wishes.

Mr. Jamieson: The Employers Federation would not think along those lines.

Mr. WILLIAMS: The Employers Federation, and the employers, generally, I should say, are inclined to favour voluntary unionism. When the Act was amended in 1963 the particular provision was withdrawn—if I remember rightly—on the basis that the employers and the Government hoped that the unions would be quite responsible. For that reason the power of compulsory unionism was granted.

It has been shown over recent years that this has not always been so. The union representatives have in many cases been quite irresponsible in respect of the men on whose behalf they have put forward a particular case.

Mr. Jamieson: Name one of the cases.

Mr. WILLIAMS: Finally, Article 21 of the United Nations' Declaration of Human Rights has been quoted many times. I would like to quote it again, as follows:—

Article 21—

- (i) Everyone has the right to freedom of peaceful assembly and association.
- (ii) No-one may be compelled to belong to an association.

I believe that those people who are very keen on shouting about unionists' human rights should do a bit of shouting about the Declaration of Human Rights.

Mr. Tonkin: Would you apply that to doctors, too?

Mr. Jones: Do you think it is unreasonable to make a contribution to an organisation which looks after your interests? Don't you think that is reasonable?

Mr. WILLIAMS: Yes, but let a person join on a voluntary basis. Let it be the responsibility of the union not to say that a worker has to join the union within so many days. The member for Collie knows that a worker is handed a piece of paper and told to join the union within seven days, or else. I believe every man should join a union if he so wishes. If the product is good enough he will buy it. The union executive can sell a good product, and get the workers to join.

Several members interjected.

The SPEAKER: Order!

Mr. WILLIAMS: The Chamber of Manufactures has asked me to join but I have always said, "No, I do not think the organisation represents me." The representatives of the Chamber of Manufactures approach me every three months and ask me if I will join, but I decline. I do so purely on a matter of principle.

Mr. Tonkin: Yet you accept their representation to protect your position.

Mr. WILLIAMS: Yes, but I am taking this action purely as a matter of principle at the present time. There will always be some companies which, because of a certain principle, will not join. That has to be accepted.

The SPEAKER: The honourable member has another five minutes.

Mr. WILLIAMS: Thank you, Mr. Speaker. If the average worker is well treated he will be fair. It is the duty of any union representative to allow membership of a particular union, and it is also the right of any individual to contract into a union, and not have to contract out.

MR. MAY (Clontarf) [3.29 p.m.]: The Address-in-Reply gives individual members an opportunity to broach matters of interest in their particular districts, and within the State, generally. It is my intention to avail myself of this opportunity this afternoon.

Firstly, I would like to offer my congratulations to the member for Albany on his recent success in being elected to this Chamber. To you, Mr. Speaker, I would like to extend best wishes for your retirement, which you have announced will occur early next year.

One of the many matters which have been causing concern to me—and, no doubt, to members on both sides of the

House—is the problem of pollution. The pollution problem has now been bandied around for some considerable time but no concrete form of integration has been announced by the Government. I recently had occasion to ask the Premier whether an anti-pollution committee had been formed in Western Australia with a view to integrating all pollution problems. The Premier replied, "Not as such," and said there were various committees looking into the matter.

I would like to speak on this problem today because it is one that we have to live with at the moment, and we must be able to do something about it very soon, or we shall be in considerable trouble. Only yesterday, when addressing the Victorian Branch of the Water Research Foundation in Melbourne, Sir Macfarlane Burnet had this to say—

Only constant, intelligent application of science, technology and human resources would keep the environment tolerable against the processes polluting it.

This advice from such an eminent authority is very timely and is deserving of careful and considered analysis. It is quite obvious that this problem is being experienced all over the world.

Whilst I was overseas last year I witnessed first-hand what a frightening problem it is. I travelled from San Francisco to Los Angeles by plane. On arrival at Los Angeles, the only way in which the plane could land was by instruments, because of the smog surrounding Los Angeles at that time. Even after landing one could not see any object that was farther away than 50 to 100 yards because of the density of the smog. It was a frightening experience. On the four-lane highways in Los Angeles cars travel at 60, 70, and 80 miles an hour in thick smog. I cannot understand why there are not more accidents in those cities.

It is reported that in New York the public has breathed unhealthy air on an average of one day out of four since the beginning of this year; so in New York it is also a very serious problem. We have heard of the number of deaths there recently. I spent an hour or two in the air terminal at Chicago, where I watched the aeroplanes landing. In Chicago one aeroplane lands and one aeroplane takes off approximately every three-quarters of a minute. This was done in a mixture of smog and fog, and the hazards at this air terminal have to be seen to be believed.

I mention this because we have our own airport at Perth. Although we are only in our infancy as far as air traffic is concerned, over the last three months there has been a big increase in the international traffic at Perth Airport. I think something should be done very shortly to relocate this airport.

Both the Premier and the Minister for Industrial Development recently had occasion to criticise a report made early this year by the Senate Select Committee. I also thought that the committee was very harsh in its comments regarding anti-pollution in Western Australia. However, the reaction to the report does indicate that there is some concern in this State about the non-integration of anti-pollution methods.

I wish to quote from the report of the Senate Select Committee. I was not able to obtain a copy of it at Parliament House, nor from the Public Library. I had to buy a copy from the Sub-Treasury, at a cost of \$2.75. In view of the importance of the problem of pollution, it is extraordinary that we have not got this report at Parliament House. On page 54 of the report, the Senate committee had this to say about Western Australia—

This Committee found it difficult to ascertain the extent of water pollution in Western Australia. The evidence we heard was full of opinions, bland assurances of things being under control, or grim forebodings about a blighted heritage and a contaminated future. Probably the best assessment of the position was made by a group of academics and research people who said in a paper submitted in evidence that well-documented information on pollution in Western Australia was not available.

I want to express my concern about this matter. The Select Committee met over a period of approximately 18 months and investigated the problem very thoroughly. There were 5,500 pages of evidence taken from 233 witnesses. The committee held 84 meetings, of which 44 were public meetings, and 17 on-the-spot inspections of polluted areas. The committee has been very critical of the lack of anti-pollution measures in Western Australia.

A further extract on page 59 of the report deals with the Metropolitan Water Supply, Sewerage and Drainage Board and reads as follows:—

The Metropolitan Water Supply, Sewerage and Drainage Board said that there were many factories in the metropolitan area using unsatisfactory methods of disposing of their liquid wastes. These included meat and poultry processing works, breweries, woolscours, tanneries and manufacturing industries. Wastes were discharged into the Swan River, into Cockburn Sound . . .

In the last few weeks we have had evidence of contamination in the Swan River and Cockburn Sound. I noticed that today several questions on that subject were posed by the member for Cockburn, who, no doubt, will have plenty to say about

this matter when he addresses the Chamber at a later stage of the sitting. To return to the report, it says—

At the time of establishment pollution had not been a problem because of the small quantities of waste involved or the remoteness of the industry, but it had become increasingly serious.

There are two organisations which are very critical of the pollution in Western Australia.

It has been said that Perth, because of its strong prevailing winds and geographical position, has conditions unfavourable for air pollution. I would like to point out that shortly after my return from overseas I had occasion to ring a reporter from one of the newspapers. I asked him to come up to Parliament House and view the scene over Perth and the foothills at approximately 9.30 in the morning, when the conditions were similar to those I observed when I was in Los Angeles. To say there is no problem in Western Australia is only burying one's head in the sand. It is a problem that is with us now but unfortunately we are not told what is being done to counteract it. I think the Government should advise the public what is going on.

I suggest that a progressive report could be published by the Government from time to time, advising the public exactly what measures are being taken in regard to pollution. Not only would it educate the public, but it would also get them on our side, because they would feel that something was being done.

I know it is easy to get up in this House and talk about pollution. I know, too, it is a difficult problem to overcome; but at least let us do something about it. Let us integrate the committees involved with it. I know on one occasion, when it was reported that there was pollution of Cockburn Sound, we were told four or five committees were involved and were investigating the position. Surely there is something wrong when we have all these committees investigating the one problem.

In answer to a question I asked, the Premier pointed out that matters were receiving attention by several committees. I do not think he used those exact words; and, for the sake of accuracy, I shall quote what he said. I asked the Premier the following question:—

Has any anti-pollution committee been appointed by the Government?

The Premier replied—

Not as such, but a number of committees with anti-pollution aspects are currently in operation.

I know that this is so, but I know, too, that there is increasing criticism from the public and they want to know what actually is being done.

Mr. Rushton: If you wait until we get the answer to question 1 on today's notice paper you will have a full reply, I think.

Mr. MAY: That may be so. I read in March this year where the Premier announced that he intended to have a Minister for conservation appointed. I waited for the Governor to read his Speech to ascertain just what was intended as regards a Minister for conservation. Unfortunately, the comments in the Governor's Speech were very limited—they covered about only two lines, I think. As a matter of fact, what he has to say reads as follows:—

Appropriate action is being taken to establish a Conservation Ministry with the main objective, wherever practicable, of preserving the natural environment.

That is a rather broad statement. Naturally, in a Governor's Speech the Government cannot outline in detail what is proposed in this regard, but in my view it is about time we learnt who the Minister is to be and who will have the unenviable task of controlling, or endeavouring to combat, the pollution problem.

I believe people want to know. Every day we read in the daily Press statements about who the Minister is likely to be, and if the Government would only let the people into its confidence I am sure it would be better off and there would not be such an outcry as there is at present. One has only to pick up the paper to see that repeatedly there are headlines referring to effluent in the river, pollution of reserves, and so on. In this connection I do not intend to talk about what is happening in the country, but it is obvious from what has been said that there are problems in the country too.

In his speech, the member for Bunbury referred to a problem in his district. Although the Minister for Industrial Development has denied that there is a problem in Bunbury—and it was referred to in the Senate committee report on pollution—I have information to the effect that the problem is a serious one.

I would like to place on record some information I obtained and, with your permission, Mr. Speaker, I would like to read it. It concerns waste in various cities. My inquiries have revealed that the average city produces organic wastes which use up to 50 grams of oxygen per person per day, and this oxygen has to be taken from the water which washes them away. In hot weather, when the problem is most acute, the oxygen content of clean water is only eight parts per million. So each of us uses up a great deal of water. This is a problem that is with us, and it is a problem confronting other cities, too.

Japan is at present considering legislation which will have the effect of controlling, or endeavouring to control and

combat, pollution, and the cost is to be shared equally between Government and industry. I believe this is a move in the right direction. I can remember reading in the Press about the Federal Minister who went to Japan and was told that the Japanese were so concerned about pollution that they were considering the manufacturing or the processing of raw materials outside Japan.

Sitting suspended from 3.45 to 4.03 p.m.

Mr. MAY: Before the tea suspension I was indicating to the House the concern of the Japanese in respect of pollution in that country. I pointed out that the Federal Minister for National Development had been advised that the Japanese were concerned with the amount of pollution that was caused by industry in Japan, and that it was possible the authorities there would insist on more of the raw materials used in that country being processed outside Japan.

Of all the Ministers who have been overseas in recent times, I cannot recall any having given information to this House in regard to anti-pollution measures adopted in overseas countries. It is most essential that when Ministers go overseas they should give thought to obtaining such information to be passed on to Parliament. However, I do not think that any Minister from this State has gone overseas specifically to study the subject of pollution. When the Minister for Conservation is appointed I hope he will make it his first duty to go overseas to obtain all the relevant information in an effort to combat pollution in this State.

Finally, I would suggest four points to the Government. I feel these would be of assistance in combating pollution. The first is that the Government should announce the name of the Minister as early as possible; the second is that it should announce the composition of the committee and the terms of reference; the third is that it should give adequate publicity to all the activities that are associated with the prevention of pollution; and the fourth is that it should seek the assistance of the public so as to make the people aware of the need to be anti-pollution conscious. I feel this is most essential, because if the Government can get the public behind it in regard to combating pollution I am sure it will go a long way.

The Senate Select Committee which inquired into water pollution in Australia has presented its report, but it is not available to members here. I would like to quote several conclusions contained in that report. On page 183 under the heading of "Problems and Causes" the following appears:—

The main water pollution problems in Australia relate to sewage, industrial effluents and salinity.

They are caused mainly by the lack of an effective pricing system, and abysmal ignorance of the causes and consequences of pollution, piecemeal and parochial administration of water resources, and half-hearted and ill-directed methods of abatement . . .

The lesson has yet to be driven home that water pollution respects neither political boundaries nor social groups. Today, pollution is affecting the quality of our lives. Tomorrow, it may affect longevity.

Yet all Australians may be numbered among both the polluters and the victims of pollution.

I sincerely trust that this report will be made available to this Parliament as soon as possible.

I would now like to refer briefly to several matters which affect my electorate and which require some projection this afternoon. Firstly, I wish to deal with the new high density housing project at Bentley. Recently most of the metropolitan members were afforded the opportunity to make a tour of the State Housing Commission areas around the city. The Minister for Housing kindly arranged the tour to enable senior officers of the commission to explain the various projects as we visited them. I appreciated the opportunity that was given to me to inspect these projects, and to ask the officers of the commission relevant questions in regard to the developments.

Some time ago when it was first mooted that the new high density housing project at Bentley was to be developed there was quite a spate of criticism, and it was said that this project could develop into a slum area. At the time I did not go along with that contention. I felt it was a step in the right direction. The housing situation had become so acute that something had to be done urgently, and I commended the Minister for embarking on this project. Incidentally the project was also commended by various organisations in both Western Australia and Australia.

One of the matters I drew to the attention of the Minister was the need to ensure that when the first families moved in to occupy the accommodation, officers of the Housing Commission should be on hand to make sure that those people did the right thing, and to give them every assistance while they were moving in.

Recently I asked a question in this House of the Minister for Housing as to the date the first tenants would occupy the accommodation in the high density project at Bentley, and his answer was the 20th April, 1970. At present 109 families are accommodated there; and those 109 families comprise 639 persons. The ultimate figure of accommodation, which I obtained some time ago, was in the vicinity of 1,800 persons.

Already 190 families have moved in and the population is currently 639 persons. Therefore I am sure the number of 1,800 will be very much below the final figure, because the two 10-storied flat units have not been completed. No-one has been accommodated in the new flats because they have not been completed, and the Minister announced this week that it would probably be mid-December before the accommodation would be available.

Mr. O'Neill: I think the units in the bigger blocks will be smaller. There will be a bigger percentage with two bedrooms.

Mr. MAY: I realise that it is a three-dimensional project with flats, terraced houses, and also the conventional homes; but, at the same time, not all the terraced houses have been completed. Quite a number of families have been accommodated in the terraced houses. As a matter of fact, I think about half have been accommodated, but a considerable number of terraced houses are yet to be completed and allocated.

However, what I am trying to point out is that I suggested that when the families moved into this project a State Housing Commission officer should have been immediately in residence and moved along with the actual development of the project. I know that recently the commission has advertised for a manager and an assistant manager for the project, but in my humble opinion this matter should have been resolved some time ago. I understand that the appointment is now pending, but these two managers should have been at the project when the first families moved in.

Another feature which I feel is adverse as far as the area is concerned is that no shopping facilities have been provided for all these people. The families must at the moment travel approximately a mile to the nearest shopping centre. I understand that the shops are being built and will be completed in mid-November, but they should have been completed by the time the first people moved into the project. This would have assisted not only them, but also obviously those who will finally be in charge of the shops, because once a person commences to patronise a store or a shopping centre and gains satisfaction, he normally stays with it.

These are a few of the problems being encountered at the project. Some of the residents have erected fences made from fruit cases, and these are around new four-bedroomed houses. The Canning Shire and the State Housing Commission have taken action and, in most instances, these temporary fences and other things have been removed. However, if the manager had been in residence at the time the first families moved in, the problems involving the fences and other matters I have mentioned would not have arisen.

Apart from that aspect, the manager would by now know all the families and if one was causing some undue unrest at the project, the manager would be in a position to combat the trouble. However, as the situation exists, when he is appointed and takes up residence, he will have at least 1,000 people he will not know.

I have visited quite a number of the families. It is very easy when a project commences to get to know the families as they move in progressively. The manager would have been in the same position had he been appointed when the project first commenced. He would have been able to talk to the people and ascertain whether they had any problems and, if so, he could have reported them, or done something about them himself. Alternatively, if any resident was contravening the laws for the area, the manager would have been able to take action. This is just a point, and I know the Minister has had it under consideration.

I am a little concerned about the method of vetting the applicants. I have been taking this project quite personally. I believe it is one everyone is watching and the majority of people are ready to condemn the project rather than to praise it. If we combat any condemnation of the project, we will go a long way towards assisting the residents.

From time to time we read in the newspapers reports of people who are unhappy in these flats because they do not have this or that; but, quite frankly, in my opinion they are living under very good conditions at the project in Bentley. They have a swimming pool provided by the Canning Shire Council, a matter of 100 yards away, a public library, sporting facilities, and all the other facilities enjoyed by the residents of Bentley. The old residents in the area are very keen that those in the new project should be absorbed into their suburb and the only way of absorbing them is to make sure they have all the amenities available when they move in.

I would ask the Minister to ensure that the people who are going into these flats are vetted in order that the same situation does not arise in Bentley as has arisen in other areas. I do not want the project to become a haven for people who cannot pay their rent. This is a pilot project and it should remain an ideal one in the metropolitan area.

The area involved is 61 acres and, as I have said, it is a three-dimensional project and will house in the vicinity of 2,000 people. Therefore, let us ensure that those who go into the flats, houses, and terraced houses, are people who are compatible and in that way everyone will get on well with their neighbours, to the betterment of the area as a whole.

Leaving the housing situation, I would like to deal briefly with one of the high schools in my area; that is, the high school at Como. At present this school is a second-year high school and the people in the area are very apprehensive because the Minister will not give any definite assurance that the school will eventually be upgraded to a five-year high school.

I appreciate the fact that numbers must be taken into account when consideration is being given to upgrading a school to a five-year high school. There are other high schools in close proximity to the one at Como, these being the Bentley High School, the Kent Street High School, and, across the river, the Applecross High School. However, I feel that the future development of South Perth should be considered. Members have only to recall the details of the scheme recently announced by the South Perth Council to realise the effect it will have in the area on redevelopment and on the growth of the population. I have no doubt that at a later stage many students will be available to go to the Como High School.

I am sure that members can appreciate the apprehension of the parents whose children attend the school at present. They do not want their children to go to the Como High School for three years and then have them leave to go to another high school such as the one at Bentley or Kent Street in order to continue their studies. They should remain in the same environment; because, after all, they are getting to know their teachers and are quite familiar with the school which has a very good name at present.

The teachers are very popular with the students, and, only recently, after a group of Como High School students had toured Parliament House, they were commended for the manner in which they conducted themselves and the manner in which they asked questions about our State Parliament. The students are very keen and I would like the Minister, who is unfortunately not here today, to study the situation again. I have spoken to him on several occasions and the last time he said the matter would be reconsidered next year. That may be so, but next year is a long way away and the people in the Manning-South Como area feel they should be given some assurance that there will be no break in continuity in their children's education by their having to leave the Como High School because of its not having been upgraded.

The Como Parents and Citizens' Association is very active, the attendance at the majority of meetings being between 70 and 80 parents. I think those who are familiar with such meetings consider that it is quite a feat to average such a high attendance. I know that the association is comparatively new at Como—in fact, it is

only two years old—and I sincerely trust that this is not a case of a new broom sweeping clean.

The parents are very keen, and are organising all types of functions to raise money for the benefit of the school. I am sure the pupils and students appreciate the work being done by the parents. However, the parents would like some assurance that the school will be upgraded to a five-year high school. I would like the Minister, as soon as possible, to announce this fact so that the parents in the area will continue their good work and make the school a very efficient five-year high school.

There is nothing further I would like to say at this stage. I will bring forward several matters during discussion on the Estimates. In conclusion, I would ask the Minister for Housing, through you, Mr. Speaker, if he would look into the problem which I have raised. I ask the Minister to investigate the class of people going into the project because, as I have said, everybody is keen to criticise what is happening.

I had occasion to ring the general manager regarding some people who were being accommodated in the project, and he was able to resolve that particular problem. However, I feel that if the Minister, in conjunction with the general manager, can have another look at the problem, it will be overcome. I am sure the project, when completed, will be worth while and people will be endeavouring to move in rather than move out.

MR. BURT (Murchison-Eyre) [4.22 p.m.]: I wish to take this opportunity to comment on the Speech made by His Excellency the Governor at the opening of this session of Parliament. The particular part of the speech to which I wish to refer reads as follows:—

The value of minerals produced in this State during the last calendar year rose by 50%—to \$342,570,000.

However, no mention was made of gold. Of course, as we all know, the amount of gold produced declined alarmingly in the last 12 months, as it has been declining, year by year, over the past decade.

I fully support the remarks of those who have already spoken on this subject: that every effort should be made to bring home to the Federal Government the situation which exists in Kalgoorlie. Nearly seventy-five per cent. of the residents of Kalgoorlie are still dependent on the production of gold, and will continue to be dependent on gold for another two years. In other words, it is essential that the Federal Government increase the subsidy payable over the next two years to enable this very important district to carry on economically.

I do not think there is a goldmining operation in Western Australia which is showing a profit, despite the fact that every producing mine is making full use of the subsidy, which is something like \$8 per ounce. It is not surprising, therefore, that great concern is felt by those who have examined the situation, and who have not been blinded by the tremendously welcome transformation that has occurred since the discovery of nickel at Kambalda in 1966. This is because the changeover to the production of nickel and other minerals will be a slow process.

Almost 2,000 men are still solely dependent upon the goldmining industry in Western Australia. It is interesting to note that the world production of gold has remained pretty constant during the last few years, at about 40,000,000 oz. Of this quantity, 31,000,000 oz. were produced by the Republic of South Africa; Canada produced 2,700,000 oz; the United States of America produced 1,500,000 oz; and fourth on the list is Australia with a production of 700,000 oz. The figures I am quoting are for 1968—the latest available. Unfortunately, the Australian production fell to 600,000 oz. in 1969.

There is one point on which, perhaps, we could base a certain amount of optimism. Perhaps it is not generally realised that the use of gold for industrial purposes has practically caught up with production. I feel this is very important indeed, and will mean a great deal to those nations still endeavouring to produce gold.

In 1968 the United States of America used 6,750,000 oz. of gold for industrial purposes. However, that country produced only 1,500,000 oz. The bulk of the gold used in industry is used in the manufacture of jewellery. The other uses for gold, in declining order, are for electrical and electronic purposes; the dental industry; aircraft production—brazing wire and coils, etc.; decorative purposes; medical; and, finally, chemical use.

The very fact that use can be found for all the gold produced gives some hope, I think, for this tremendous industry which has been carried on in Western Australia for so many years. A number of nations are dissatisfied with paper gold, so there could still be some hope for the future of the goldmining industry in respect of foreign exchange.

Australia uses a large quantity of gold in industry and it is almost horrifying to think that if nothing is done to save the situation Australia will have to import gold in another year or two.

Mr. Lapham: Has the honourable member any figures which show the amount of money spent in the exploration for gold and development of goldmining?

Mr. BURT: Those figures are readily available but I could not give the information off the cuff. However, as with most mining ventures, more money has probably

been spent in search and development than has ever been recovered. However, that is a facet of mining.

I repeat: Every effort should be made to persuade the Federal Government to increase the subsidy. We know the Federal Government has agreed to maintain the subsidy, but that is not much good when every producer is operating at a loss. I feel quite confident that within two years the district of Kalgoorlie, which is the only district dependent on the production of gold—every other outback mine with the exception of Norseman having closed—will feel the benefit of the huge mineral development taking place.

At the present time well over half the population of Kalgoorlie and Boulder is absolutely dependent on the production of gold. If nothing is done to help the goldmining industry, then dire circumstances will eventuate before nickel has time to take over.

Here again, I support the member for Kalgoorlie who, twice this session already, has suggested that the nickel smelter should be sited in Kalgoorlie. I only hope that the Western Mining Corporation, in its wisdom, will adhere to this request, as this would further help to decentralise the mineral industry of the State.

Looking at the brighter side of mining generally, we are now well into the third year of the nickel and mineral boom, and the back country has already shown very welcome signs of recovery. When I refer to the back country I refer to my own electorate. I suppose in the mining world my electorate takes in most of the mineral producing areas to the north of Kalgoorlie.

If members bothered to look at the electoral statistics given in answer to a question asked by the member for Mirrabooka on Tuesday of last week, they would have seen that my electorate—the electorate of Murchison-Eyre—has a mere 1,798 electors. That is a most unsatisfactory state of affairs. When one realises that the area which I represent is almost 400,000 square miles in extent, it gives an idea of the shocking sparsity of population in an area which is almost equal to half of Western Australia. Mining is looking so promising, however, that perhaps the position will be greatly rectified in another two or three years.

There is one mine which is certain to go into operation; namely, the Poseldon venture near Laverton, and I am able to say that there are two or three other operations which will almost certainly come into production within the next two or three years, one of which could be of enormous proportions by world classification.

Mr. Bickerton: That figure mentioned is only the roll population. There would be many more people than that.

Mr. BURT: As is the case with many electorates in remote areas and, doubtless, in the electorate of the member for Pilbara, there are a number of itinerants, one might say, who are in the back country for some purpose.

Mr. Bickerton: Construction gangs.

Mr. BURT: They are either prospecting or doing spasmodic jobs. In addition, there are construction gangs, diamond drillers, and the like. I only hope they will not all be put on the roll before the next election!

Mr. Bickerton: Our roll figures are very much below the actual figures.

Mr. BURT: During the 11½ years I have represented the area I have always wanted to see operating not one mine but many mines. I have had the discomfiture of seeing the closure of a number of well-known gold mines; namely, the Sons of Gwalia, Hill 50 and Mt. Isa. Although, unfortunately, I will no longer be the member for Murchison-Eyre when it happens, I am about to witness the birth of what I feel will be some very large and important producers which, I hope, will continue to produce for very many years.

These producers will require a tremendous amount of servicing. Apart from the existence of the ore something else which is still an unknown quantity is the extent of the water supplies. I am one who has confidence in the fact that there are sufficient supplies of underground water in the mineral fields of Western Australia to ensure that production on the scale envisaged can take place. I say this because, as far as I know, no comparatively large mine has failed to open in the past 50 or 60 years because of a lack of water supplies. However, when one envisages the tonnages of low grade minerals which must be produced to make mining economical, the quantity of water needed becomes quite alarming. The figure generally quoted is one ton of water for every ton of ore. Of course, a great deal of it is water that can be used more than once. I trust the Government will take cognisance of the fact that large quantities of underground water will be necessary from Wiluna southwards and eastwards to Laverton and Cosmo Newberry, and around Leonora.

I have often advocated that underground water supplies from Wiluna should be brought to Kalgoorlie. Although this is a possibility, I feel there are equally prolific water supplies south of Wiluna. The reason for the discovery

of underground supplies at Wiluna was the opening of the Wiluna goldmine in the 1930s. Water had to be found to open the mine and it was found. I feel sure that water supplies will be found to be available when mineral mines are established south of Wiluna. Naturally enough, a tremendous amount of research will be necessary, and I understand that the hydrological section of the Geological Survey is at present occupied in the search for underground water supplies.

I must say I have gone off the ideas I previously held in connection with the Wiluna water supplies to some extent since Mr. Parr established his orchard in that town. I would not like to see him cut off from water supplies after taking such a courageous step. As I have said, I feel sure there will be sufficient water to meet the demand which will be made by mines. I am equally sure these supplies will be discovered within the next two or three years.

Mr. Ross Hutchinson: It would cost a very substantial sum of money, of course, to get water from any source.

Mr. BURT: The Minister is quite correct in saying that it will cost an enormous amount of money. Only yesterday, we were given staggering figures on the cost of upgrading the water supply line from Mundaring to Kalgoorlie and other parts of the eastern goldfields. We were told that the Western Mining Corporation's share of the expenditure came to over \$7,000,000. Not all companies will be able to stand such a large share of expenditure. However, I am still hopeful that a solution will be found and that lack of water will not in any way deter the prospects of other companies.

Only a couple of weeks ago I was interested to hear of the existence of a patch of fresh water which is to be found in the Southern Ocean about 10 miles off-shore to the east of Esperance. I understand others have heard of this. People have told me they know of it and apparently the phenomenon is caused by an underground stream which flows into the Southern Ocean from the mainland and which is light enough to come to the surface.

I have been told that in the old days mariners used to fill their fresh water tanks and flagons from this area of fresh water in the middle of the Southern Ocean. Its existence has been proved by Mr. McKenzie, who is a well known fisherman, and by others. I immediately wrote to the Government Geologist to see if he could give me some information because, if it is true, the existence of a large underground stream in that area east of Esperance could be very valuable to agriculture and to mining operations in the Norseman

district and even in the Kalgoorlie district. I am waiting to hear from the Chief Government Geologist.

The increased mining royalty for nickel asked for by the Government was brought to my notice only yesterday. As we know, the only real nickel producer of any size is the Western Mining Corporation, but two smaller operations have recently started, one at Nepean, south of Coolgardie, and the other at Scotia. Until last year the royalty on nickel was .5 per cent. of the realised value of the nickel, free on rail, or, if it was exported, .5 per cent. of the realised value, free on board.

Under the new regulation the royalty payable for nickel has been amended in accordance with a formula. That formula is—

$$\frac{P \times U}{100} \times \frac{2}{100} = \$R \text{ per ton}$$

Where P = the ruling price per ton of nickel metal on the world market which price is for the time being agreed to be the price per ton calculated from the price from time to time quoted by International Nickel Company Limited for four inch square electrolytic nickel cathodes, F.O.B., Fort Colborne, Canada.

U = the number of units per hundred of nickel in the nickel-containing products sold.

R = the royalty.

The International Nickel Company Limited is the world's controller of the price of nickel. It sets the price according to demand and supply, no doubt.

The royalty resulting from that formula is very much higher than that under the previous formula when it was $\frac{1}{2}$ per cent. Small producers whose ore reserves are not sufficient to warrant the establishment of their own treatment plants, smelters, or refineries, have to sell their ore to the Western Mining Corporation, which is the only company able to treat it at present. Such companies as I have referred to receive a much lower price than they would if they were treating their own ore. Nepean, which has been operating for only a little over six months, produced \$257,000 worth of nickel at the price before milling. The royalty under the new Western Australian Government regulations was \$8,468, which is 3.3 per cent. of the total value received by the company. It seems to be very unfair that the company should have to pay a royalty of that size on ore which it in turn sells to the Western Mining Corporation.

Mr. Bickerton: What was it previously?

Mr. BURT: It was $\frac{1}{2}$ per cent. It is now 3.3 per cent. This has probably slipped the notice of the Government and I ask

that it be investigated because there will be other companies of the same size as the Nepean concern. I ask that they be granted a royalty commensurate with the value of the ore for which they are paid by the purchasers.

Mr. Bickerton: Do you know what difference the new formula, compared to the old one, makes to bigger producers—say, the Western Mining Corporation?

Mr. BURT: I have not worked that out. The Nepean company brought it to my notice that the royalty on the value of its production in the last six months would have been \$1,285 on the old basis, and under the new formula it is \$8,468. There is a considerable difference, which I feel is rather unfair on those producing concerns that have not sufficient ore reserves to warrant treatment plants of their own. The Nepean company expects a four to five-year life of this operation. It is quite a rich, small, ore body. Under the new rate the company expects to pay a royalty of \$500,000, which seems to be out of proportion to royalties paid by other companies operating in Western Australia. I said I would follow the matter up in the hope that the Government would take a more realistic view of this.

Mr. Court: What is that percentage?

Mr. BURT: It works out at 3.3 per cent. over the production so far, which is only for six months.

Mr. Court: In the case of iron ore, the companies are paying 7½ per cent. They are paying on the value of the ore and not on the value of the iron content, too.

Mr. BURT: It is a slightly different operation. Iron is quarried out whereas nickel is purely an underground operation.

I turn now to another subject. As I have said, I expect the stagnation period in Kalgoorlie to last for only another couple of years, but the general boom in the area surrounding Kalgoorlie warrants, for the first time, I think, a completely new high school in the eastern goldfields. This is a controversial subject which I have pressed with the Minister from time to time but I felt that while Kalgoorlie was wholly and solely dependent upon gold—particularly in the last seven or eight years, when one could say the future of that industry was very dicky—I could not blame the Government for holding its hand in respect of the new high school.

I am afraid that reason has completely disappeared now. I suggest the high school at Kalgoorlie must be the poorest set of buildings one could imagine. I believe the old wood and iron buildings which make up the Eastern Goldfields High School were once an infectious diseases hospital, and it does not look much better today. It is completely out

of date. The playing fields are almost non-existent. Of course, we cannot have grass playing fields everywhere in Kalgoorlie, but these are just gravelled areas and very small in size. The only facilities that exist for sport in the vicinity of the Eastern Goldfields High School are the Kalgoorlie, Boulder, and Cruickshank ovals, which are public arenas.

I am sorry the Minister is not here today. I think the time has come for him to realise that Kalgoorlie deserves, and must have, a new modern, high school building. The Minister is not unaware of this fact, as only a few weeks ago he attended a meeting of a specially formed committee. When I was last in Kalgoorlie, about a fortnight ago, I was taken to see an area which this committee has selected as an appropriate site for a new high school. The site is vested in the Shire of Boulder. Twenty-five acres of land are available and they are in an ideal situation for the high school.

I trust that no time will be lost in giving this matter serious consideration. It will be some months, or even years, before a new high school is completed, by which time the school population of the whole area that the high school serves will be doubled, if not trebled. Almost 1,200 pupils attend the school at present. When mines of the size I envisage commence operations in the northern districts and in areas south of Kalgoorlie, naturally enough they will bring large populations. The existing educational facilities are completely inadequate for the numbers I anticipate will be living on the goldfields during the next five or six years, and thereafter. I have already written to the Director-General of Education to seek an interview with him on this question.

Finally, I want to touch on a subject that has been mentioned several times this session—strangely enough, more often by members who represent metropolitan constituencies than by those representing country districts. I refer to the kangaroo industry.

This industry has prospered, and quite rightly so, for some years now. The department concerned felt that a certain amount of control should be exercised over it, and I could not agree more. The droughts in the Eastern States and the apparent partial eradication of the red kangaroo in New South Wales have caused an influx of shooters to the west, along with others who wish to jump on the bandwagon. Last year the situation got completely out of hand and well over 500,000 kangaroos were shot and marketed.

It does not take much for one to realise that if this continued the species would become extinct. However, at the same time I think we should all be aware of those who, under the well-intentioned guise of

conservationists, are getting up on their hind legs and uttering all sorts of forebodings about the future of the red kangaroo. I have no fear whatsoever about the red kangaroo being shot out in Western Australia, provided the suggested measure of control is brought in. But, if the control is too strict, I have not the slightest doubt that the kangaroo will become an even worse pest.

No-one in his right mind wants to see this animal completely eradicated; in fact, it has proved to be a most economically valuable medium of export. However, I sometimes feel that those whose feet are not firmly on the ground get carried away, as has already happened in the Eastern States. With the publicity given to the so-called intended eradication of the red kangaroo in Western Australia, we have women's magazines stating that it is a crime to buy kangaroo skin purses and to feed pets on kangaroo meat, and so on. It does not take long for such a feeling to spread right through the community, but it is completely unfounded.

I cannot see that an individual can say that kangaroos are now thicker than, or not as thick as, they were. I have had almost 40 years' experience of living and travelling in the pastoral areas of this State and, as an ordinary, average person, I consider that I see just as many kangaroos now as I ever did. This is also borne out by figures from those who are in the business.

It seems to me that a fair figure for the shooting of kangaroos would be between 300,000 and 400,000 a year. I am told that a fair number per shooter is about 6,000 a year, and a good living can be made from that number. So, give or take a little, and allowing for holidays, I would think that the department should confine the licenses, when it begins to issue them, to about 60 shooters. At the same time we have to be careful that a shooting license does not assume tremendous value. I think that will happen, because licensed shooters will be sought by a number of freezing-plant owners. So I wonder whether the ownership of a shooting license will be regarded as something in the nature of a taxi-plate and whether there will be trading in licenses. I cannot see that this would be good for the industry.

I know that the experiment which is now being undertaken by the department can be changed, and will be changed if it is found not to be satisfactory. In this case I must congratulate the Minister who, at a few days' notice, following a request from myself and other members concerned, took one of his officers and visited the Upper Gascoyne district. He saw for himself how the operations were conducted, and he spoke to the people in the industry. I

think he was most impressed with the particular plant he visited. It was sensibly operated because the owners realised that it was to their own detriment if they shot too many kangaroos each year, and also to the detriment of the industry if they shot too small a number of kangaroos.

In many respects the industry is similar to the crayfishing industry. It is in the interests of everyone engaged in it for the number of animals to be restricted and for the size of the animals to be watched carefully. I do feel that instead of licensing shooters and running the risk of having them roaming all over the place, it might be better to license those established firms which have been operating for some years and allow them to select the type of shooters they want, and the shooters they know.

A number of hardship cases have been presented to me by men who outlayed a fair amount of capital in order to undertake shooting operations this year, and who have been refused licenses to operate. However, I quite agree that the 600—I think that is the number—shooters who were operating last year amounted to far too great a number and should be reduced. The industry must be watched very carefully and if the shooting falls behind and the number of kangaroos starts to grow, we will have the pastoralists poisoning them or shooting them and leaving the carcasses where they lie, causing a blow-fly menace. A regulated industry is badly needed. All I ask of the Minister and his department is that they should not be carried away too much by the well-meaning do-gooders, because quite often they are not the best advised of people.

I think that covers all the remarks I wish to make. I am mindful that this is my last speech in the Address-in-Reply debate and that 11½ years ago my topics were gold and sheep and now they are nickel and kangaroos. I think that presents some cause for thought.

MR. BRADY (Swan) [4.58 p.m.]: Whilst we are debating the Address-in-Reply I would like to make some remarks on a number of matters that have been brought to my attention since the last Address-in-Reply debate. At the outset, I would like to congratulate the member for Albany on his success in winning the Albany seat for Labor. He is following in the footsteps of the late Jack Hall, who was a very hard worker. I remember seeing him here in the early hours of the morning typing away to get his work done. I feel the new member for Albany will probably be equally as hard a worker because he has an important provincial city to look after. I think Albany has a good future and I feel that the new member will hold his seat for many years.

The member for Murchison-Eyre who has just resumed his seat regretted that this is his last Address-in-Reply speech, and he is in the same category as a number of other members. I would like to say that I am sorry to see him retiring; but I suppose the time comes when we all have to go whether or not we like it—some for health reasons and others for recreational purposes. I hope the member for Murchison-Eyre will be long spared to enjoy good health and obtain the benefit of his retirement from this House.

Most members of Parliament on both sides of the House received anything between 40 and 60 letters in June this year. It was a most unusual occupation for the people who forwarded the letters, because they were forwarded by State School Teachers' Union branches from all over Western Australia.

I received over 40 letters from various branches of the State School Teachers' Union, scattered throughout the State. I could not see my way clear to acknowledge each one of them. As members of Parliament, we are not permitted a stamp allowance sufficient to enable us to reply to 40 or 50 letters from people who belong to one organisation, whether it be the Teachers' Union, or any other body. Nor do we have sufficient time to consider in detail many of the matters that have been brought to our notice by members of the Teachers' Union. However, my sympathy lies with the teachers in trying to attain the objectives that have been set out in their correspondence.

I do not intend to read to the House the 40 letters I received, because this would be ludicrous, and you, Sir, would not permit me to do so, in any case. Apart from this I know that most members of the House received a similar number of letters. Each branch of the Teachers' Union has taken steps to point out that, as teachers, they are suffering disabilities in addition to being handicapped in their role of custodians of the educational system in the various parts of the State.

With the object of placing education in Western Australia on a higher plane, many meetings were held in the metropolitan area. I understand that 3,500 teachers in all attended one or other of such meetings. One meeting held in the Carlisle Hall was attended by over 400 teachers. The matters which were uppermost in their minds were discussed at the meeting and resolutions were carried which indicated their desires. They considered that a lack of funds prevented sufficient accommodation being made available to practise modern teaching methods. They then took steps to indicate that certain requirements were lacking in modern educational methods.

The teachers pointed out that additional finance was required from both the Commonwealth and State Government, to ensure that all Australian school children enjoyed equal opportunities for a good education. Illustrations were given as to how children in various parts of Western Australia were not granted sufficient opportunities to further their education, because of the lack of accommodation, educational facilities, and teaching aids for the teachers themselves.

The teachers have also pointed out that there are not sufficient primary and secondary teachers available to reduce the size of classes to a reasonable level so that a teacher can adequately meet the needs of each individual child. Mention was also made of the need for improved conditions and better equipment in the schools. They also referred to the need for the establishment of more teachers' colleges and school hostels. I will not weary the House by continuing to mention in detail all the requests that have been made by teachers. Suffice it to say that the State School Teachers' Union and the State branch of the Federal organisation have carried resolutions to the effect that they consider something should be done on a Commonwealth level and on a State level to improve, overall, the educational facilities in Western Australia.

On the 9th June, 1970, the leader of our party (The Hon. J. T. Tonkin), in answer to the letters he had received, advised the General Secretary of the State School Teachers' Union that we, as a party, have been advocating that more substantial finance should be made available to meet the shortcomings that are evident in the field of education in this State.

The members on this side of the House are fully aware of what the Government did to the teachers, and we know that before they began to hold meetings throughout the country and in the metropolitan area, for some weeks they published in *The West Australian* their views as to why more finance should be granted to provide greater educational facilities throughout the State.

The teachers follow a very honoured profession and I know they are performing a tremendous job in the field of education, because it is their responsibility to form and mould the characters, and improve the ability and initiative, of future Western Australians. I think it is desirable therefore, that they should be granted every educational facility available and given every encouragement so that they can perform their duties to the best of their ability.

I know that in the electorate of Swan the Governor Stirling High School has been built and the De La Salle Boys college has been established. I believe that such improvements in the

field of education have been reflected in the characters and in the ability and initiative of the young people in my electorate. It is a pleasure to realise that one is the member for the district and to watch how people are forging ahead in their various professions, and in their occupations in industry and commerce, after they have left school. There is no doubt that their success has been brought about largely as a result of what they have learnt in the formative years which they spent in the various primary schools and high schools in the district.

I believe that the members of the Teachers' Union are on the right track in highlighting the shortcomings in the field of education in Western Australia in the way they have done in recent years not only by publishing their views in *The West Australian*, but also by writing letters to members of Parliament to draw attention to the position. As I have said, many members have received 40, 50 and 60 letters. I do not think the efforts of the teachers have fallen on barren ground. Despite the fact that, in the main, a member of Parliament finds it impossible to reply to all the letters that have been sent by the various branches of the Teachers' Union, I am sure all members are mindful of the serious position that has been reached in regard to education in Western Australia.

It is for this reason that I have chosen the subject of education as one of the first I should highlight in my speech on the Address-in-Reply debate this evening. I do not think it is possible for most parents to give their children all that they would desire in this life. They are not in a position to do so, principally because of insufficient funds, opportunity, and so on. However, most parents are anxious to give their children, at the least, the best education possible. In order that this objective can be achieved, I consider that the Teachers' Union should be given every credit for drawing attention to the lack of adequate educational facilities in the various schools throughout the State.

I can recall, a few years ago, a professional man practising in my electorate saying to one of his clients, "I do not intend to leave my family a great deal of money. What money I have I will spend on their education, because that they will not be able to throw away. If I leave them money, however, it is possible they might whittle it away on things which are not important. They will, however, always be able to put a sound education to good use and purpose."

That, of course, is excellent logic. The man to whom I have referred was in a professional position and he lived in my electorate. I have often recalled what he said. I hope the Government will

realise that education should be absolutely paramount in our scheme of things in this State.

Recently we had a visit to this State by Sir Ronald Gould. He certainly captured the imagination of about 600 people when one evening at the University he portrayed most vividly what was happening in relation to education, not only in Australia but throughout the rest of the world.

He pointed out that education was lagging behind most other technical improvements and he urged the public to appreciate this fact; to take a look at the position and to see just how far we have improved our educational facilities. He then urged them to take another look and see how far we must improve our facilities for education in order that education might be taken a step further than the position it occupies at the moment.

Sir Ronald Gould spoke for about an hour-and-a-half and during that time one could have heard a pin drop. He indicated that today children were staying at school a lot longer than they did a few years ago, and that this in itself is a strain on Government resources, because Governments generally found it difficult to provide the necessary finance to keep up with the trend.

During his address Sir Ronald also pointed out that today people were living a good deal longer which meant that adults were seeking and striving to obtain a great deal more from education than they did previously. I understand that Sir Ronald Gould was on his way to Sydney where he was to address a conference. I feel sure the people there will be most impressed with any address he might make, because he was certainly fully apprised of all matters concerning education; he knew what he was talking about.

I think Sir Ronald is probably recognised in most overseas countries as an authority on education, because for about eight or nine years he has been the President of the International Education Committee while at the same time holding the position of secretary of the union dealing with education matters in England. That is one aspect of the position to which I wish to refer.

I would now like to point out that the letters which were received by members were received in June, and if replies were sent to the letters no doubt these were also sent in June. Members have, however, received another letter dated August from the Teachers' Union pointing out what the executive of the union would like to bring to the notice of the Minister for Education. I have a copy of the letter sent

to the Minister in which the union expressed disappointment in the following motion which was passed on the 10th July:—

- (a) That this Executive records that it is dissatisfied with the 1970 salary determination of the Minister.
- (b) That the Executive considers that teachers, particularly those in the lower ranges of the Salary Scales, are not receiving a wage that gives adequate recompense for their qualifications and their dedicated service to the community.
- (c) That this salary determination does nothing to overcome the grave teacher shortage by attracting teachers to the profession or retaining them in the service.

This was signed by Mr. Lloyd, the acting general secretary. A copy of that letter has been sent to all members.

I would like to say that I feel sympathy with the Teachers' Union in this matter. There is no doubt that the cost of living is rising steeply. This is indicated by a recent claim by the Trades and Labour Council for a basic wage of \$62; the current basic wage being \$36.45.

We know that young people are leaving the teaching profession and taking on jobs as salesmen. Some of them are going overseas to other fields of endeavour while, at the same time, we are bringing in teachers from overseas to take their place.

I feel this sort of thing is quite wrong. It is certainly not in the best interests of the State or in the best interests of the school children. I hope some recognition will be shown by the Government as to what the teacher means to the community. As I have said before, these people mould the lives of our future citizens irrespective of whether the children are in State schools or in private schools and we must ensure that we have at the helm people with the greatest ability, enthusiasm, and desire to impart knowledge through education.

If the only way we can achieve this is by improving the wages and salaries of teachers we should try to do what we can in this direction, even if this means starving so-called essentials. When I talk about "so-called essentials" I refer to the enormous amount of money that is being spent on racing and trotting. We find that grandiose grandstands are being built at a time when the Government says it lacks money to improve our education system, or to improve the salaries of teachers in order that they might be kept in Western Australia rather than go overseas.

I would now like to refer to the question of providing adequate recreational facilities and playing grounds for children. I

understand the recognised area for a high school is a minimum of 20 acres. Members may believe it or not, but in my electorate of Swan a high school was built on an area of approximately 9½ acres. Approximately half that 9½ acres was used for school buildings. Several buildings have gone up since the original structure was built and I understand that yet another building is contemplated.

Approximately 1,600 children have been without playground facilities up till about eight or nine years ago when the Minister saw fit to purchase about 20 acres of land in the vicinity of the school.

Together with the parents and citizens association I have raised this matter frequently in correspondence and deputations have been received by the Minister in connection with it. Members may believe this or not but this morning I walked over the 20 acres in question and I found that half the area has been developed as a playing ground while nine of the 20 acres is completely waterlogged and cannot be used.

I saw a school teacher trying to exercise the children on less than an acre of land. As a result of this I thought I would stress the fact this evening that the Governor Stirling High School is still suffering very badly from the want of adequate playground facilities for the children.

Unfortunately the Minister is not in his seat, but I would like to point out that while he has done something to alleviate the position he certainly has not done enough.

The thought I would like to leave with the Minister and the suggestion I would make is that a sanitary landfill scheme be undertaken on 10 acres of the area he has purchased with a view to its eventually being levelled to provide satisfactory playground facilities.

I do not think I should have to impress on members that it is absolutely impossible for the administrative section of the high school, or the parents and citizens' organisation to do justice to the children, when there is about one acre of land which the children can use for recreation.

Mr. Toms: How far above the river is that land?

Mr. BRADY: The ground would be about two feet above the river level. The local authority has completed a landfill scheme nearby, and raised the level to three feet or three feet six inches. However, unless the level of this ground is raised by another three or four feet—even if on only half of the area—it will not be satisfactory.

All that is bad enough, but just listen to this: Records on my file indicate that the parents and citizens' association has

drawn my attention to the fact that in a period of seven years the children at the high school have spent \$12,000 on bus fares going to and from playgrounds in other parts of the metropolitan area. Is that a fair impost on the people of Swan and nearby electorates—to expect the school children to travel to the playgrounds by bus and to spend \$12,000 when some of the best land around the high school could be purchased for half of the money that has been spent on bus fares?

That is not the worst feature. The worst feature is the loss of time involved in travelling. The children have about one hour for recreation, but the time taken to reach their destination and to return to school leaves the children with only about 20 or 30 minutes for recreation. Although I can enlarge on this matter I will not do so at this juncture.

To overcome the inadequacy of the playground and the lack of recreational facilities at the high school, the parents and citizens' association intends to build four squash courts. In the main, the money will be recouped from the profits made in the school canteen. Here is a case of the parents having to spend money on the establishment of squash courts to provide recreation for their children, because there is not an adequate playground.

While I was speaking in this debate I thought I would refer to the need for something to be done quickly in respect of this matter. It has been brought to the attention of the Minister continually, and I thought he would have caused his department to institute a landfill scheme or a dredging scheme to raise the level of the land. It came as a surprise to me yesterday when the Minister for Works, in reply to my question as to whether any dredging of the river would be undertaken with a view to depositing the spoil onto the oval, said that no such planning was contemplated at the moment. In that respect I felt disappointed. I had hoped that by following up the matter with the Minister, and with the parents and citizens' association doing the same thing, some satisfaction in this regard would be achieved for the benefit of the children.

In case it is thought that only the people of Midland are affected by the lack of recreational facilities at this high school, I would point out that between 12 and 15 buses a day transport children from as far as 20 miles away to and from the school, and many of these children are from country electorates. If any officer of the Education Department considers that money for this purpose should not be spent, because this high school is in a Labor electorate, I will remind him that half the children attending the high school do not come from Labor electorates.

When I mentioned this matter to somebody within the last 48 hours he said that the reason the department is not prepared to spend the money is that this is a Labor electorate, and it is one which the Government is not likely to win. I hope that such a narrow approach to the provision of recreational facilities for school children is not adopted by those in Government circles.

Mr. Bovell: I can assure you it is not.

Mr. BRADY: I thank the Minister for that assurance.

Mr. Tonkin: Another assurance!

Mr. BRADY: It would be shocking for the school children to be denied their just rights. We can readily understand why the Teachers' Union has drawn attention to these inadequacies.

Today I asked the following question of the Minister representing the Minister for Justice in regard to motor vehicle insurance:—

- (1) What deposit or provision is required before a motor vehicle insurance company can operate in Western Australia?
- (2) Are the terms for foreign companies and local companies the same?
- (3) Are any of the companies operating in Western Australia subsidiaries of eastern states companies now being investigated?

The Minister replied that these were matters which were the subject of Commonwealth law, and he did not know whether the companies were subsidiaries of motor vehicle insurance companies in the Eastern States. I asked that question because in recent times two or three cases were brought to my notice in which, in my opinion, the insurance companies concerned had acted most unreasonably towards the people who had taken out policies in good faith. In one case the amount of money that was offered to the person concerned was ridiculous, and he refused to accept it. In another instance the person who was involved in the accident was assured approximately two years ago that the case would not be proceeded with, but recently he received a summons directing him to appear in the Local Court, because the case was being contested and more money was sought in damages by the other person involved in the accident.

Some of these insurance companies seem to be adopting a policy of backing and filling. In one case the company concerned delayed matters for three weeks, and it would not inform me, as the member for the electorate in which the person involved was living, whether or not it would meet its liability. This person was

put to a great deal of inconvenience, as he did not know whether he would have to obtain legal representation to contest the case. From what I have heard this is typical of what happens in many similar cases involving accidents in the metropolitan area. I would not like to think that when I wake up one morning some motor vehicle insurance company has closed down overnight because it did not have sufficient funds to meet its claims.

Mr. Tonkin: That is quite a possibility.

Mr. Lapham: It has happened in Victoria.

Mr. BRADY: The next matter I wish to refer to concerns the unsatisfactory bus services which serve parts of my electorate. When the present Minister for Railways first took over this portfolio he, together with the member for Darling Range, visited my electorate. We went into the district of Koongamia where we met the secretary of the progress association and also the teachers at the school. We were given an assurance that when the rail service was discontinued buses would run through the Koongamia district. That was six or seven years ago, but today still no buses operate through the district. The excuse given is that the roads have not been upgraded sufficiently to enable buses to operate over them.

Meanwhile the rail service has been discontinued, and this was a very satisfactory service while it was operating. I feel it is the responsibility of the Minister for Transport and Railways to ensure that the people of the Koongamia district are provided with the transport service that was promised to them before the rail service was discontinued. I believe the Metropolitan Transport Trust should provide better bus services in the various areas in the Swan Electorate.

I want to refer to another matter, although I will not deal with it at length. Yesterday I think most members received the annual report of the Director-General of Transport for the year ended the 30th June, 1970. Last year I congratulated the director-general on the fact that he issued his report promptly thus giving members of Parliament an opportunity to discuss it in the then current session of Parliament. He has done the same this year and again I want to offer my congratulations and say, as I have before, that I only wish the Minister for Railways would have his annual report issued as promptly in order that we might be brought up to date with railway affairs. His annual report is not up to date.

Mr. Davies: The same applies to other departments as well.

Mr. BRADY: Perhaps, but I am more concerned with railways because of their effect on my electorate. I want to point out that the director-general is going most thoroughly into the matter of urban transportation. I believe that if something is not done shortly to remove buses and private cars from the roads, we will face a crisis in the metropolitan area, particularly during peak periods. The stage has been reached where motor firms arrange for men to be placed at strategic points in the metropolitan area in the mornings to advise those commuting to the city in private cars on the best routes, the most dangerous routes, the most accident-prone routes, and those routes which should be avoided.

On page 18, and in the third paragraph of his report, the director-general states that other alternatives present themselves through a combination of railway, bus, and car. He points out that in 1970 the population of the Perth region is nearly 700,000, but that by 1989 this figure will be increased to 1,436,000. He says that by the end of 1970 the number of those who own private cars will be almost 400,000, but by 1989 this figure will have increased to 680,000.

With those figures in mind it does not take much imagination to realise what will occur in the future. It will be absolutely impossible for anyone to drive safely through the city and suburbs if the present trend is allowed to continue. I believe that part of the solution—not all of it—would be to establish railway spur lines into the more densely populated areas so that commuters could use the railways instead of buses and private cars.

We should be realising that the railways can handle bigger numbers of people much more quickly than can buses on the roads. The railways can handle 300 to 500 passengers in one trip, but 10 to 12 buses would be required to handle the same number of passengers by road.

I could deal with other parts of the director-general's report, but will leave it on that point. I believe we must give a great deal more thought to the possibility of the railways handling the build-up of population in the metropolitan area. I know that some people in our midst feel we should curtail the railways at the weekends and in the evenings because they are not well patronised. However, I want to point out that whilst the railway tracks are in existence—and these involve millions of dollars—and rollingstock in

the form of locomotives and coaches is available, it would be a dead loss to close the railways and thus keep the heavy traffic on the roads. We must remember that the roads must be maintained and the cost of this is not charged to any particular department or organisation. However, the maintenance of the railways is charged to the Railways Department and that is the department which should deal with future transport problems in the metropolitan area.

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

Mr. Tonkin: I think your addition is pretty bad.

Mr. BRADY: I have a number of other matters to which I would like to refer, but it is quite obvious that in five minutes I cannot deal with them all. Therefore I will try to confine myself to only one or two other matters in my remaining time.

I have been endeavouring to persuade the Minister for Police to provide adequate protection for the children attending State and convent schools in my electorate. The parents and citizens' association at Guildford is most anxious for the establishment of an overhead bridge because, believe it or not, two children have been killed on what are supposed to be safe pedestrian crossings. In my opinion it is shocking that children should leave home hale and hearty and then be brought back to their parents following an accident on a pedestrian crossing.

The parents and citizens' association desires an overhead bridge and I hope the Minister for Police and the Minister in charge of main roads will see their way clear to provide adequate protection to these children at St. Anthony's convent school. This school is off Great Eastern Highway in Beaconsfield Avenue. Approximately 90 children attend the school, half of whom have to cross the road. The committee dealing with overhead bridges went out to the area one morning to check, and found only a quarter of the 45 children using the crossing. The members of the committee were therefore not prepared to recommend any protection. They overlooked the fact that because of the danger of this road many of the parents had taken their children to school in motorcars and other vehicles to ensure their children's safety. The committee would not recognise that fact. I believe that the Government should provide more overhead bridges in the metropolitan area, whether they be for use by school children or by elderly people.

I have held forth in this House on numerous occasions in regard to overhead bridges, but I will not pursue the subject any more at the moment because I have another matter with which I wish to deal in the very limited time at my disposal.

During the last session of Parliament we dealt with our licensing laws and during the discussion it was suggested that the consumption of alcohol by the drivers of cars is the cause of many accidents to adults and children; and I believe this is true. Experts from Royal Perth Hospital and other places have blamed alcohol for many traffic accidents involving motorists and/or pedestrians.

During the debate on the Liquor Bill last session the Premier said he would consider having an inquiry made into this aspect, and he also undertook to institute an inquiry regarding the reduction of the alcohol content of liquor. I will conclude on that particular point. I believe that the high alcohol content in our liquor could be responsible for most of the traffic accidents in the metropolitan area.

I understand that in the European countries the alcohol content of liquor is not as high as it is in Australia. I believe the alcohol content of liquor in this State should be reduced by half. If a scientific approach could be made to this matter it would be appreciated by many people who have been involved in accidents. I do not think any man deliberately goes into a hotel and drinks with the idea of having an accident. He might have four, five, or six schooners on an empty stomach and when he drives away becomes involved in an accident and injures a near or dear friend.

Emphasis should be given to the setting up of a committee to inquire into the alcohol content of liquor to see whether it can be reduced. If the alcohol content can be reduced then people would be able to drink and drive safely. I have no great objection to people drinking; I like to see them drinking and relaxing. However, I do not like to see people drinking and then becoming involved in traffic accidents.

That is my final point for today. I did hope to deal with some other matters but I will leave them until we discuss the Estimates. I support the motion.

Debate adjourned, on motion by Mr. Runciman.

House adjourned at 5.42 p.m.