

the Commonwealth secondary education grant scheme. I have already told members about the one white child at Fitzroy Crossing who receives no assistance from the Government whereas the Aboriginal children can come to the metropolitan area and attend Guildford Grammar School or Scotch College, and have all their fees and other expenses paid for them. All that the white people are asking for is equality with those concessions.

What are we to do about the large Aboriginal population living in the economically depressed Fitzroy Crossing and Halls Creek areas? They have nothing to do and are living on the State social service benefits. Surely to goodness we can do something to provide employment and give them something to do with their hands.

I saw a situation in Canada in a place which could be compared with our economically depressed areas where people have been displaced from the cattle industry as a result of the introduction of the pastoral industry award. The authorities in Canada have shifted them into the towns where they are comparatively large communities. They have taught the Indians some of the arts of their forefathers; how to make tomahawks, moccasins, and peace pipes. The younger people did not know how to make those articles.

The **SPEAKER**: The member has five minutes.

Mr. **RIDGE**: Those people graduated from making the simple articles and learned how to carve wood, bones, and bullock horns. The women were taught how to thread beads, and how to make a multitude of things. The articles they made did not have to be objects particularly associated with the Indian way of life. They were taught how to make brooches and ornaments.

When those people had finished the training course the organisers offered to buy all the objects they could make, provided they were of a reasonably high standard. Prices were established which fairly recompensed the Indians for the time and effort put into the articles which they made.

By placing a fair price on the articles those who had been taking advantage of the Indians were forced out of business. They had been buying the articles for \$1 and selling them for \$10. However, the Government controlled the marketing system which will eventually be handed over to the Indians themselves. The field officers purchased the items, and paid for them on the spot. The Indian people would not consider selling to anybody else. The articles were then sent to a central warehouse in Ottawa, from which point they were sold. The prices of the articles ranged from 75c to in excess of \$1,000 for

a four foot totem pole. It was amazing that not enough of the articles could be obtained to supply the local market.

The scheme has been operating for something like three years, and during that period it has returned \$4,000,000 to the Indian people. I think there are only about 250,000 of them in Canada.

It seems to me this is the type of scheme which could easily be applied to the Aboriginal people in the north if we showed them some leadership. It would not be difficult to find people prepared to organise the scheme and I believe this would be one method of gainfully employing those people.

Debate adjourned, on motion by Mr. Jones.

House adjourned at 10.59 p.m.

Legislative Council

Thursday, the 29th March, 1973

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

ADDRESS-IN-REPLY DEBATE

Ministerial Statement

THE HON. J. DOLAN (South-East Metropolitan—Leader of the House) [2.35 p.m.]: I seek the permission of the House to make a ministerial statement.

The **PRESIDENT**: Leave granted.

The Hon. J. DOLAN: This is a comment on the statements made by Mr. Ferry and—

Point of Order

The Hon. A. F. GRIFFITH: On a point of order, is the Minister entitled to take advantage of the position by making a ministerial statement now on the Address-in-Reply, or should he not do this when he replies to the speeches which have been made in that debate?

The **PRESIDENT**: I think it would be preferable for the Minister to incorporate this statement in his contribution to the Address-in-Reply debate.

The Hon. J. DOLAN: If that is your wish, Mr. President, I will do so.

ADDRESS-IN-REPLY: SEVENTH DAY

Motion, as Amended

Debate resumed, from the 27th March, on the following motion by The Hon. R. F. Cloughton, as amended—

That the following address be presented to His Excellency—

May it please Your Excellency—
We, the Members of the Legislative Council of the Parliament

of Western Australia in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign and to thank Your Excellency for the Speech you have been pleased to deliver to Parliament.

However, this House is of the opinion that the best interests of the State and the people would be better served if the Government were to concentrate on improving its administration of the affairs of the State, instead of endeavouring to denigrate the Legislative Council (an integral part of the bicameral system of Government in this State) in an effort to cover up its own shortcomings.

THE HON. J. L. HUNT (North) [2.38 p.m.]: I rise to support the motion, as amended. In so doing I would like to endorse the statements which have been made by other members of this House on the appointment of The Hon. J. Dolan as Leader of the House, and The Hon. R. Thompson as Minister for Community Welfare.

I would also take this opportunity to thank The Hon. W. F. Willesee for the good work he did as Minister for Community Welfare, and particularly for what he did for the people of the north. For a very long period he represented the people of the north—and he is well known in the north country. All sections of the people up there are very grateful for what he did during the time he represented the North Province.

I was appalled recently to read reports in the Press, statements made in this House, and statements made in another place about racial tensions in the north country. We have seen reports in the newspapers, such as that under the headline of "Onslow: race tension on knife edge". These are amazing statements. In one case such a statement was made by a former officer of the Ashburton Shire Council, which is now the West Pilbara Shire Council after its incorporation with the Tableland Shire Council.

In all the time that I have lived up there I have not heard these alleged instances of racial tension around the Ashburton, or for that matter in the whole of the north itself. In the newspaper report under the heading of, "Onslow: race tension on knife edge" is included a statement by Mr. Fedderson, whom I have known for a long time, but who is no longer an officer of the Ashburton Shire. I understand that he has since taken up a position in the South Perth City Council. Statements such as this make it very hard for people to believe

that these situations really exist. The report states—

They fear that a racial situation will erupt unless the Government steps in.

"The rift is rapidly deepening," Mr. Fedderson said. "Something will have to be done quickly. All the aid is going to Aborigines and none is being given to get white industry going."

Further on the following statement by The Hon. W. R. Withers appears—

"On a recent visit to Onslow I was appalled at the dejection of the people," he said.

"Onslow is undergoing a calculated death at the hands of the Government. It seems to be trying to phase it out."

The report goes on to state that houses have been built for the Aborigines at Onslow at a cost of \$30,000 each. To my knowledge there is not a house at Onslow which cost \$30,000; the actual cost is nowhere near that figure.

The report also states that three duplex homes have been taken over to accommodate Aborigines. I understand this is correct. These houses were empty at the time, and I see no reason why the Aborigines should not be housed in them. To continue—

Mr Shanks said that the Government had spent \$84,000 on a community welfare office, the Noualla centre, for Aborigines and Mt Minnie station, which had been given to the Aborigines.

I saw a reference to a Liberal Party meeting the other day where it was advocated that this was a good idea. This Government also goes along with the idea. Station properties have been taken over in the Ashburton and in the Pilbara. Yandayarra and Strelley have been taken over to be used by Aborigines. A station has also been taken over in the West Kimberley for the use of Aborigines. It covers some of the old tribal grounds and for many years the Aborigines have been anxious to get them back.

During the debate which took place on Thursday, the 22nd March, and while the member for the North Province (Mr. Bill Withers) was speaking I interjected and said, "This is the sort of talk that is stirring up hatred in this country. There is far too much of it." I meant what I said.

I was distressed recently to hear a question asked concerning a young native girl of 14 years of age from Port Hedland. It was alleged that she had cohabited with white men and contracted venereal disease. She was sent to Perth but it was claimed she was sent back to Port Hedland because there was no place to keep her in the city. That is quite wrong. The girl was sent to Perth and she is still in Perth.

The Hon. R. Thompson: But she was sent down a month previously.

The Hon. J. L. HUNT: No doubt such cases do occur in the north because of the great number of young white people in the work force. However, I feel there is a big enough police force in the North-West to police this kind of thing. Surely a girl of 14 years of age should not be able to hang around hotels and similar places and eventually contract a venereal disease. It is distressing to know that this kind of thing goes on but I do not see that asking questions in this House and publishing the details in the Press will do any good whatever. I feel that if this particular girl is looked after, and every person in a similar situation is looked after in this way, all this hatred which has been stirred up in the north country over the last 12 or 18 months will disappear. I can honestly say there has been a tendency towards this sort of thing.

The Aborigines seem to be getting a better go now than has been the case in the past, and I believe they deserve a better go. However, the kind of talk in this House and in another place which produces headlines in the Press is very distressing, and nothing comes of it at all. More trouble is usually stirred up.

I will quote from an article which appeared in *The West Australian* on Monday, the 26th March, as follows—

'Dangerous' situation

The MLA for Kimberley, Mr. K. A. Ridge, told the conference that the Aboriginal situation in the north of W.A. was becoming dangerous.

He said that Aborigines were disgruntled and sick and tired of Government procrastination.

"I have never seen the white people openly expressing the hostility towards Aborigines that they are today," he said. "We have a situation that is getting to the stage where it is almost irretrievable."

I do not know exactly where all this talk originates. Whether or not it is merely for the good of certain people I do not know.

It is most distressing to go through the northern area and learn that this sort of talk is being circulated. However, one cannot find where it originates. I have received no complaints about this sort of thing: that the Aborigines are practically ready to riot in the towns. I do not know the purpose of the talk but it is distressing to read reports in the papers to this effect.

The Hon. R. Thompson: It is a deliberate attempt to stir up racism.

The Hon. J. L. HUNT: That would probably be somewhere near the mark. I will quote from an article which appeared in the *Sunday Independent* of the 25th

March, and which referred to convictions for drunkenness in the Roeboorne court. It reads—

Two children, one seven, the other 10, had appeared on one offence, and a 14-year-old girl, convicted of breaking and entering and stealing, was told by the magistrate not to do it again.

I should imagine that in any court in any part of this country children of that age would be told the same thing. I have sat on the bench at Port Hedland on many occasions. Children of that age who have come before me have had the benefit of no conviction being recorded against them, and have received a talking to. As far as I know they seldom offended again. One sees headlines everywhere, and they usually depress me. The article in the *Sunday Independent* continues—

Delegates to the conference were also warned of a build-up of "reverse discrimination," especially in the North where white people were protesting under a banner: "Rights For Whites."

This is amazing because I have never come across this sort of thing. The article goes on and on, but I want to record my opposition to this type of talk.

The Hon. R. J. L. Williams: The honourable member is not suggesting that the member for the area is responsible for the headlines in the paper?

The Hon. J. L. HUNT: No. However, the papers get their news from somewhere. Regarding the amount of money spent on properties in the north, I see nothing wrong with such a scheme. The Government has taken over Mt. Minnie Station and many Aborigines from the area should be employed on that station. Such a proposition could be viable because of the present price of wool. At least, the Aborigines would be kept in family groups and I should imagine that quite a number of these people could be occupied on a station of that size. I think that was a very good move on the part of the Government, and I am pleased to see that those who were present at the Liberal Party conference were in favour of this measure.

Yandayarra Station was taken over some time ago and although it is on a fringe area and can carry sheep or cattle I understand that about 200 Aborigines from the Yandayarra area are, with the permission of the owners' doing some gold fossicking and panning for tin in the Yule Rivermine. Another station which was taken over recently employs about 75 Aborigines and their families who would normally be around the towns. They have a good water supply and they are bringing down concentrates from the Shaw River to Strelley Station.

The same situation applies in the West Kimberley where another station has been taken over for the benefit of the Aborigines from a mission in the area.

On several occasions I have spoken to Aborigines throughout the northern area—particularly the older people—and they feel it is good to get their people out of the towns and onto the properties.

It has always been doubtful whether this scheme will be successful. Once the young people go into the towns they are reluctant to return to the bush, which is rather distressing to the older people. However, time will tell and we can only hope for the best in that respect. The Aborigines feel if they can go back to their tribal grounds they will be able to hold the young people together better than they can in the towns.

The unemployment situation in Port Hedland has been mentioned. I do not know why Port Hedland has been mentioned specifically. There are between 300 and 400 unemployed in Port Hedland. The last time I was there I made inquiries and found the situation there is similar to that prevailing elsewhere in Australia at the present time. The people are out looking for work and if they were not in Port Hedland perhaps they would be further up in the Kimberley or down in Perth. Irrespective of where they are, these people are out of work.

There has been much talk about the price of electricity and water in the north. For the record, since the present Government took office many power stations have been taken over in the north and the price of electricity in most of the towns has dropped by up to 200 per cent. Places which were paying 18c or 20c a unit for electricity are now getting it for 4c or 5c.

Regarding the water situation, I have never approved of the prices charged for country water supplies. People in remote areas pay exorbitant prices for water. Even people adjacent to the main dam at Kununurra pay the same price for water as do the people at Nullagine. Perhaps it is fair enough but it seems hard when there are thousands of millions of gallons in a particular area and people are paying up to 20c or 30c a thousand gallons for it. They do not receive any rebate; they pay the same as do people anywhere else.

We know there are vast quantities of water in the north. The Leader of the Opposition in another place suggested, as though it were something new, that water could be brought down from the north. The Ord River dam, the Fitzroy River, and the Margaret River have been mentioned.

If water were brought down from the north it could help the people in Carnarvon. There are many good dam sites on the Fortescue River and water would be available there in vast quantities. At Mt. Newman there was recently 9 feet of water over the crossing, and 14 feet of water over the Fortescue Crossing on the Great Northern Highway. In between those places there is a river system which is

about 300 miles long. One can imagine how much water runs out to the sea. This area is 400 or 500 miles closer to Carnarvon than is the Ord River dam.

The member for the Lower North Province speaks about water supplies for the growers at Carnarvon. I know the river system in that area. Although there is a large watershed, it is hard to find a suitable site for a dam on the Gascoyne River. Perhaps water could be brought down from the Fortescue. The distance would not be so great as that between Perth and Kalgoorlie, over which C. Y. O'Connor piped water many years ago. I mention that as a possibility.

I do not know whether Mr. Berry heard on the news today that the Premier intended to have a talk to the Soviet Ambassador, when he comes to Perth next week, to find out whether the Soviet has any ideas which would enable water to be stored underground somewhere along the Gascoyne River, which would be of benefit to the people of Carnarvon. I understand the Russians have had considerable experience in damming rivers and in underground water supplies. I do not know whether or not they have used nuclear explosions.

I appreciate that in the Carnarvon area one or two dry seasons would be a tragedy because the area relies on the river for water. As a result of the discussions between the Premier and the Soviet Ambassador, perhaps Mr. Berry's battle for water in the Gascoyne will be over before long. I hope so, because the more water we conserve in the country—whether in the north, the south, or the east—the better it will be for the State. I wish the Premier success in his talks on that subject.

I would like to mention the Decentralisation Review Committee which has been set up by the Government and which has proved to be of benefit to the north, particularly in relation to abattoirs. The committee has supported the abattoirs at Wyndham, Derby, Port Hedland, and, I believe, Carnarvon. It has also promoted the establishment of a plastic factory at Northam, a fish and meat industry at Albany, an abattoir at Katanning, and a canning industry at Manjimup. These industries are well diversified and I think the committee is doing a good job from one end of the State to the other. One cannot go much further north than Wyndham or much further south than Albany. I wish the committee continued success.

There has also been much talk about costs in the north. Shipping, and road and air transport are very expensive. When road transport to the north was advocated years ago, I was not particularly in favour of it. I felt that once it got going costs would increase, which they did.

I realised that with the advent of the iron ore industry in the north the State Shipping Service, with the old type ships, would not be able to handle the situation. However, the addition of the new ships should result in a fast, efficient weekly service to Wyndham, with good handling facilities.

I am quite disturbed to find that many of the goods going into the East Kimberley, particularly, are coming from the Eastern States. I did a quick check and found that many of the goods going to Wyndham, Kununurra, and Halls Creek are coming from the Eastern States, and I imagine the starting point is Adelaide. The goods have to be transported a considerable distance from Adelaide to Port Augusta, where they go on the narrow gauge railway line on pick-a-back vehicles to Alice Springs. At Alice Springs they are unloaded and taken to Dunmarra, on the highway, and then out towards Top Springs. I imagine from there they are taken to Victoria River Downs, then onto the Victoria Highway and down to Kununurra.

This will be 400 miles of unsealed road with a total distance from Port Augusta of about 1,740 miles. I fail to see how it can be said that it is possible to provide as good a service as the service provided by the State ships from Fremantle to Wyndham which is a distance of 1760 miles. It is another 980 miles from Port Augusta to Fremantle. When the transport gets to Kununurra it has another 60 miles to go to Wyndham which makes the round trip a lot further than from Fremantle to Wyndham. When the State ships unload their goods at Wyndham there is a very good bitumen road for these goods to be transported through to Kununurra, and it is difficult to see how a claim can be made that the other goods arrive in a better condition, particularly after two or three unloadings and a distance of 200 or 300 miles over dirt roads. There seems to be some other reason why these goods are obtained from the Eastern States; it cannot all be due to the cost factor. With our new State ships and the good sealed road for their transport from Wyndham to Kununurra I would like to see all the goods to the East Kimberley come from Western Australia rather than from the rest of the Commonwealth, which is the case at the moment.

I have seen the State ships operating in the north and I have seen them at sea. There is little doubt that they are fast and modern with quick unloading gear and because of this, together with the upgrading of the wharf which is under way at the present time, I see no reason why the goods for East Kimberley should not be taken to that area from Western Australia.

I would like to touch on one other aspect which is a lot closer to home. I refer to the question of road traffic. I am in favour of a police takeover of road traffic throughout the State. I feel an organisation controlled by the police would be better equipped and have the necessary experience. I am sure a police traffic takeover would be to the eventual benefit and in the best interests of Western Australia.

It appears to me that the people look to the police to maintain law and order and from experience we know that the police will be dealing mainly with motorists who appear to have far more respect for the Police Force than for the country traffic inspectors. Motorists do not mind if they are pulled up by a police traffic patrol but they become a little indignant if they are pulled up by a traffic inspector of a local shire.

I have driven with people who have told me, "Go a little easy here because the inspector is right on the ball." On another occasion the inspector may not be in the area and we have been able to hop through.

The police takeover seems to work satisfactorily in the other States of Australia and I do not see why it should not work satisfactorily in Western Australia. I was interested to read an article in the supplement of this morning's *The West Australian* regarding the Country Shire Council's Association meeting on March 12th. The article states—

An East Fremantle town councillor last week described a meeting convened by the Country Shire Councils' Association to discuss traffic control as "an utter shambles."

Cr J. Andrews said: "It was one of the worst conducted meetings I have ever attended and a complete waste of time."

At the C.S.C.A. meeting held on March 12 at the Perth Town Hall delegates from about 100 local authorities in the country and metropolitan area agreed to ask the State Government to consider creating a State-wide traffic control authority other than the Police Department.

This is in direct opposition to the Labor Government's efforts to implement complete police control of all traffic matters in W.A.

The C.S.C.A. wants a separate body to take over the licensing of vehicles and drivers and the complete control of traffic.

Cr Andrews said of the meeting: "From the outset I thought I was sitting at a Liberal Country Party convention.

"The only thing discussed was information in a circular which previously had been distributed to various councils and signed by the Leader of the Opposition, Sir Charles Court.

"In fact, one amendment which was put to the vote was lifted out of the circular word for word.

"The meeting was badly handled and I blame the convenors for this."

Another East Fremantle town representative, Cr L. Whitchurch, said there was one hour of debate at the meeting which should have been ruled out of order by the chairman.

Cr Andrews criticised the C.S.C.A. for not screening delegates at the meeting.

"The resolutions were passed by a show of hands and anyone could have wandered in off the street and taken part in the vote," he said.

"I think the whole thing was of political origin."

The article continues in better vein so far as the opponents of the situation are concerned and reads—

The secretary of the C.S.C.A., Mr. A. E. White, rejected the allegation that the meeting had been badly handled.

"Except for one or two instances, the rules of debate were strictly adhered to," he said.

He said the C.S.C.A. had first put forward proposals for an independent traffic authority in 1959 for country areas and amended it in 1966 to include the whole State.

During the previous Liberal Government, Cabinet had rejected C.S.C.A. proposals for a State-wide traffic authority.

However, the Liberal Party in opposition was now backing the C.S.C.A. proposals.

Mr. White said that, though none of the 250 delegates who attended the meeting had been asked to show credentials, most of the delegates were known to the C.S.C.A. or to other delegates.

"If there had been outsiders at the meeting, and I doubt that there were, their influence on a vote would not have been significant."

I believe that last week the East Fremantle Town Council agreed to inform the Minister for Police that there should be police control of traffic throughout the State. I again quote—

A Traffic Act Amendment Bill providing for the compulsory take-over of traffic control throughout W.A. by the Police Department was defeated in the Legislative Council late last year.

However, the Government is expected to introduce a similar Bill during the current session of Parliament.

I hope this attempt will be more successful and that it will help improve the information we read in the *Daily News* chart of yesterday concerning the road toll. The figures to noon on the 28th March, 1973, read as follows—

Total deaths 1973	....	98
No. of deaths this month	....	40
Days since last death	....	Nil
Total same period 1972	....	64
Total deaths 1972	....	349
Best death free run	....	5

If the road toll continues at that rate there will certainly be an increase of deaths on the road this year.

The Hon. A. F. Griffith: Do you really believe the control of traffic by one department would stop people killing each other on the road?

The Hon. J. L. HUNT: I do not say it would but under police control there would be better co-operation and more respect from the public and I am pretty confident that there would be a decrease in the number of deaths.

The Hon. A. F. Griffith: How would it stop two vehicles from running into each other?

The PRESIDENT: Order!

THE HON. N. E. BAXTER (Central) [3.08 p.m.]: I would like to address myself to the motion for the adoption of the Address-in-Reply as amended. Before doing so, however, I would first like to join with other members and say how much I regret that Mr. Willesee should have found it necessary early this year to resign his portfolio and the leadership of the Government in this House. We all have a great deal of respect for Mr. Willesee; he has been most co-operative in his job as Leader of the House. Accordingly I think I express the feeling of all members when I say that I regret that this step should have been necessary.

Like others I too congratulate Mr. Dolan on his becoming Leader of the House: I hope his term as Leader is as successful as that of Mr. Willesee's. I also congratulate Mr. Ron Thompson on his being elevated to the Ministry as Minister for Community Welfare. I think he will do a good job. He is bearing up well so far and he always seems to come up with smile. I think he will be all right.

After considering the Governor's Speech and looking back on the events that followed the present Government's takeover in 1971 I am constrained to say that the present Government has been very lucky indeed. It won the last State election by a bare margin—by only a few hundred votes. I would like now to refer to the prices trend for primary products since the Government has been in office.

Shortly after the present Government took office prices took an upward swing, particularly wool prices. The situation in regard to wheat has also improved considerably. This would have been a boon not only to the present Government of Western Australia, but to any Government that was in office. We cannot lose sight of the fact that the last two years served by the previous Government were two of the toughest years that could be experienced by any Government, because during that period the price of wool had dropped, wheat quotas had to be introduced, we had a drought problem, and many other difficulties had to be surmounted. I can assure the members of this House that those associated with the administration of the previous Government found it extremely difficult to bring the affairs of this State under reasonable control.

When the present Labor Government took office the question of drought relief had been resolved, the rural reconstruction scheme had been established, and the row it had to hoe was nowhere near as difficult as that experienced by the previous Government during the last two years of its regime.

After studying the Governor's Speech it has been noted that certain Bills will be introduced during this session, and it is possible that some of them will be quite sound. Nevertheless there are some pieces of pending legislation about which I am not very happy. For instance—

The PRESIDENT: Order! The honourable member cannot speak on any anticipated legislation.

The Hon. N. E. BAXTER: I was merely about to list some pieces of pending legislation but in view of your ruling, Sir, no doubt I will have to desist. Nevertheless, I am only referring to anticipated legislation, some of which has already been introduced. In the meantime, unless you rule me out of order I intend to proceed and refer to the legislation anticipated by the Governor in his Speech.

At all times I think we have had the right to refer to matters contained in the Speech presented by the Governor. If we cannot then we are not permitted to make any reference to his Speech.

The Hon. A. F. Griffith: Mr. Hunt did.

The Hon. N. E. BAXTER: It is anticipated that a Bill will be introduced to provide four weeks' annual leave for State public servants who at present are entitled to only three weeks. This can only lead me to ask the question: Where is Australia heading? At the present moment many suggestions have been made to introduce a shorter working week, more holidays, more pay, and so on. Is this the trend that has been followed by the authorities in the reconstruction of West Germany? Is this the trend that has been followed in

Japan and by other nations in trying to build up their country financially? No, it is not the trend that is followed in those countries. Those in authority in such countries have encouraged the people to take a keen interest in their work and to apply themselves wholeheartedly to their tasks at hand in the interests of the nation as a whole. However I am afraid that the trend in Australia is that our people want to do as little as possible, receive as much money as they possibly can, and enjoy more leisure.

One need only look at an article that has been published in the *Reader's Digest* by the Chairman of the Atomic Energy Commission who, although he bears the same name as myself is not related to me in any way. He is a very intelligent individual and he wrote an article headed, "Hooray for the Forty-eight Hour Week". I could not help agreeing with the comments he made in that article. He said that if we are to be a worth-while nation, our people will have to apply themselves to the job in front of them and do it thoroughly. Perhaps then they will be able to enjoy the benefits of the high standard of living that is evident in this country. There is no denying the fact that our standard of living is one of the highest in the world, but in view of the trend that is being followed by Australians in general it will not be many years before we will not have that high standard of living. It will be frittered away because of moves similar to those which are anticipated in the Governor's Speech. For the life of me I cannot see why public servants should have an additional week of annual leave.

Of course, if such legislation is introduced its passing will depend on the will of Parliament. Among the other items mentioned in the Speech, one of the most important is traffic safety precautions or traffic control. Several members have spoken on this question. Just before I rose to my feet Mr. Hunt referred to it. We must review this problem and realise what we are facing in an endeavour to find the answer to it. Is the answer to the ever-increasing road toll an efficient system of traffic control, the strict application of the rule for the provision of seat belts and other appliances in motor vehicles with a view to avoiding accidents? Does the answer to the problem lie in driver training? Perhaps we have to make some psychological approach to the problem to improve the efficiency of the people in Western Australia who drive motor vehicles.

In my view it will have to be a combination of several of these factors, because the motor car, in itself, is not responsible for the increasing road toll; it is the person behind the wheel who is in control of that vehicle. We have to channel our thoughts in this direction instead of spending time arguing whether we should have police traffic control, a State-wide

authority controlling traffic, or a combination of police traffic control in the city area and local authority traffic control in the country areas.

In dealing with this subject, if I felt like Mr. Hunt does on the question; namely, that the police do an efficient job in controlling traffic, I would support legislation to bring this about, but the facts do not show that the police are efficient in controlling traffic.

The Hon. R. F. Claughton: You do not think that police traffic control is efficient?

The Hon. N. E. BAXTER: I certainly do not. Police control of traffic has not proved to be efficient in the metropolitan area in this State and it is certainly not efficient in other parts of the Commonwealth. Yet it is proposed to extend police traffic control to cover the whole of the State, despite the fact that we do not have efficient police control of traffic in a small area of two thousand square miles.

To bear this out, I will read some extracts from the *Weekend News* dated the 30th December, 1972. The headline is—

Traffic Blitzes? They're a Gigantic Bluff.

To my knowledge the contents of this article have not been refuted. I will read only two extracts from it, but if any member wishes to peruse the rest of the article I will supply it to him later. This article was written by Kim Murray following a special investigation, and it reads—

A *Weekend News* investigation spurred by the blackest month for road safety in W.A.'s history has uncovered serious deficiencies in the Police Traffic Branch.

I will now skip a couple of paragraphs and quote the following—

Their road blitzes are ineffective, and play little part in lowering the road toll.

I must agree with the statement that our road toll has not been reduced; on the contrary, it has increased. To continue—

Most blitzes are a gigantic bluff.

The traffic branch has less than half the staff required to operate an effective campaign at any time.

I do not think that statement has been refuted. To continue—

Despite the clear mandate given to the Tonkin Government to increase the traffic branch the numbers have not moved.

Magistrates are too soft on drivers who have been chased by police at insane speeds in built-up areas.

Fines of \$200 and two-year suspensions are given to potential killers caught after chases of over 100 m.p.h. while \$800-plus fines are meted out to pot users.

Twenty patrolmen covering the Perth metropolitan area at the one time can hardly be classed a blitz. But with the staff available this is all the traffic branch can manage.

Their best possible blitz effort would be to have 26 patrolmen on duty on the roads at one time—and it is doubtful if this ever happens. . . .

The number of men in Perth road patrol is 112. Of these, 101 are patrolmen. On a day like yesterday, when a blitz was in force, 64 were on duty.

Of this 64, 12 can be disregarded because they are virtually on "non-combatant" duties. That leaves 26 men for each of the two shifts worked.

The 12 wasted men are employed on tasks like answering telephones and other menial jobs that could be handled by men other than highly trained patrolmen, who should be on the roads.

I will not read any more except the following—

When they were most needed on the roads early last week, 18 were directing traffic and pedestrians in the city for a period.

Even if that article were only half factual it is ludicrous to expect a small number of police patrolmen such as that referred to in the article I read to control traffic in the metropolitan area.

The Hon. R. Thompson: When speaking to the Address-in-Reply debate last year you said they were too efficient over something which occurred at Midland.

The Hon. N. E. BAXTER: I did not say they were too efficient at all. I happened to come in contact with a particularly lenient officer. I was referring to an individual and not to police traffic control.

I believe that the number of patrolmen referred to in that article is correct because I drive in and around the city a lot and how often do I see a police traffic patrolman? Not very often. One traffic regulation after another is broken time and time again, but not a police traffic patrolman is within cooee.

The Hon. Clive Griffiths: You break the law yourself and there is soon one there.

The Hon. N. E. BAXTER: That is true in many cases. If a person commits only a minor offence, a policeman is right on his tail.

The Hon. Clive Griffiths: I'll say.

The Hon. N. E. BAXTER: This is one of their actions I deplore. Most patrolmen are too prone to apprehend drivers who commit some small offence. Instead they should be keeping their eyes on those who commit the more serious offences. How

often do we drive at a moderate 40 miles an hour, when that speed is permitted, and see a huge heavily laden truck go tearing past at 50 miles an hour, followed by a patrolman who completely ignores the truck? This happens often because I have witnessed it, and yet if a car driver commits some minor offence a patrolman is right onto him, if he happens to be in the area. But how many people get away with offences every day because no patrolman is on the spot?

I would like to proceed further on this subject and refer to the drivers who are getting away with traffic offences, because I believe these are the people the Minister should be concentrating on in an effort to reduce the number of deaths and injuries on the roads. I particularly wish to mention the careless and inefficient drivers and those who do not care two hoots for anyone else's life. These are the types of people we have on our roads today and they must be weeded out. We must take pretty strong action to do this instead of merely forcing people to wear seat belts which policy has, after all is said and done, proved a hopeless failure because the road toll has risen again since the introduction of the wearing of seat belts. It has had absolutely no effect whatever on the road toll. The figures alone prove that this step has not reduced the road toll as the Minister said it would when he introduced the enabling legislation in 1971. The following is what the Minister said on the 21st September, 1971, as recorded in *Hansard*, volume 191, at pages 1682 and 1684—

In an effort to cause a significant reduction in the road toll, the State Government had little alternative but to make the wearing of seat belts compulsory.

All road safety authorities regard the compulsory use of seat belts as being one certain way—

I emphasise the words "certain way". To continue—

—of reducing the road toll, and the support of members is sincerely and earnestly sought.

Has the road toll been reduced? No; it has increased since those days.

The Hon. R. F. Cloughton: Do you know how many of those killed were wearing seat belts?

The Hon. N. E. BAXTER: We only have statistics and how many of those are factual?

The Hon. J. Dolan: That is just what you have been quoting—statistics.

The Hon. N. E. BAXTER: They are pure guesstimates. It is also a guess as to whether the statistics are correct. The

information requested in questions asked in this House is supplied only if it suits the department.

The Hon. Clive Griffiths: You could not suggest that seat belts cause any harm.

The Hon. N. E. BAXTER: I could. Very often people have been injured by seat belts and doctors will support that statement.

I wish now to refer to driver training undertaken by the National Safety Council and its effect on the drivers in Western Australia. Last year \$140,000 was allocated to the National Safety Council and as far as I can gather a proportion of this is used for driver training in various categories. I have the figures for the previous year's operations which reveal that \$35,158.69 were spent on salaries and wages for instructors. I have calculated that this amount will cater for about five instructors. I imagined that five instructors would be able to handle quite a big intake of trainees in the various traffic courses available.

However, I was surprised to see a pamphlet, dated March, 1973, issued by a division of the Citizens Road Safety Association and headed "Go—Youth 'Action'". It makes the statement that last year the total intake for driver training was less than 500 persons. If this figure is correct it astounds me to think that at least five instructors could handle less than 500 persons for training in various courses during a 12-month period. It appears they must give one person a tremendous amount of time in training if this is the limit to which they can go in a State which has 500,000 drivers.

I understand the Road Safety Association was started by a private individual. It astounds me that it has not been given more encouragement, because the instructors work on a voluntary basis. The intention of the organisation is to make use of voluntary—not paid—training instructors in an endeavour to overcome the driver problem.

The Road Safety Association appears to have the possibility of becoming a useful organisation if handled in the right way. The Government should take an interest and see how it could be developed. In conjunction with the National Safety Council, this organisation could be used to great advantage. Perhaps the Government should assist it in some way with an amount of money. Up to date, the Premier and Treasurer has completely refused to assist the association in any way financially on the pretext that it would be a duplication of the Road Safety Division of the National Safety Council. I think that is a poor excuse. Certainly an organisation, such as the National Safety Council, provides driver training in various courses. If another organisation is set up to provide similar courses, this is not a duplication,

but an extension of the availability of driver training. It behoves the Government to see what it can do to help these people to increase the scope of driver training.

The Hon. R. F. Claughton: What about all the private enterprise instructors?

The Hon. N. E. BAXTER: They are all right to a point. They show people the rudiments of driving in traffic but do not take them into hazardous situations where they must think quickly. What have we turned out on the roads? We have turned out dangerous drivers.

The Hon. R. F. Claughton: Do you think there are some deficiencies in that system?

The Hon. N. E. BAXTER: Yes, there are some deficiencies and this will continue to be the position until we provide proper driver training.

The Hon. F. R. White: What does the honourable member mean by "driver training"?

The Hon. N. E. BAXTER: I do not think the present courses are sufficient. At the moment instructors usually take people into the city. They should take them out onto gravel roads in the country where they are likely to skid.

The Hon. F. R. White: Do you think the National Safety Council trains people to obtain a driver's license?

The Hon. N. E. BAXTER: No, it gives driver training but does not assist an individual to obtain his license. The honourable member knows this full well because he is a member of the National Safety Council.

I hope the Premier and Treasurer will look again at this organisation and see what he can do to weld it, in conjunction with the National Safety Council, in a way which will extend driver training in Western Australia.

What are we to do with the bad drivers on our roads? I have termed these people "hogs", and I shall refer to the various categories of hogs. The first is the road hog. This person takes up as much road as he possibly can. He forces other drivers off the road and does not care what happens to them. He often causes head-on collisions by his behaviour.

Next there is the speed hog who does not know what it is to take his foot off the accelerator. This person invariably hits and kills somebody. Alternatively, he will hit a brick wall and, if he does not kill himself, he kills an unfortunate passenger. Bad drivers are the causes of accidents; it is not a question of whether or not a driver is wearing a seat belt.

The cut-in hog is the one who rushes ahead of another driver, swings in, applies his brake, and goes around the next corner immediately in front of the other driver.

The Hon. Clive Griffiths: What is he called?

The Hon. N. E. BAXTER: A cut-in hog.

The Hon. R. J. L. Williams: He needs cutting out.

The Hon. N. E. BAXTER: The intersection hog is most obvious when there are no traffic lights. Perhaps there is a "Stop" sign or a "Give Way" sign. Traffic is whizzing backwards and forwards along a main road. A driver is waiting for his opportunity to cross that traffic, but the intersection hog sits behind, blows his horn, and yells at the other driver telling him that he should learn to drive. Sometimes the intersection hog has been driving for only three or four years but he tries to tell others who have a far longer experience of driving how they should, in fact, drive. I have been driving for 45 years and in many cases was driving before this type of person was in napkins.

The Hon. D. K. Dans: Have you had a license for 45 years?

The Hon. N. E. BAXTER: This type of person causes many accidents.

The Hon. Clive Griffiths: They did not have motorcars in those days.

The Hon. N. E. BAXTER: My father had a motorcar when I was five years old. I had to wait until I was 18 before I obtained my license.

The Hon. Clive Griffiths: The one James Watt built?

The Hon. N. E. BAXTER: The weaver hog is frequently seen on, say, the causeway. He weaves this way and that as if he were in a horse event and wending his way between the poles. He plays this game on the road.

The Hon. S. T. J. Thompson: Some do it very well.

The Hon. N. E. BAXTER: They usually meet their match in the long run. The tail hog clings to the back of one's motorcar. The only way to get rid of him is to switch on the parking lights as if one were applying the brake. Even so, he is likely to run up the back of one's vehicle. The light hog has either one light or none at all.

The Hon. J. Dolan: Or has them on high beam.

The Hon. N. E. BAXTER: The next offender is the person who, at an intersection, does not use his right or left indicator lights. He certainly does not indicate 100 feet from the intersection which way he is turning. He pulls up at an intersection and, when the lights go green, he puts on his indicator at the very last minute. He has no consideration at all for the stream of traffic behind him.

The Hon. F. R. White: What sort of a hog is he?

The Hon. N. E. BAXTER: An indicator hog.

The Hon. Clive Griffiths: Do you have anything for the hedgehog?

The Hon. N. E. BAXTER: I have not yet seen them hopping hedges. The discourtesy hog does not know what it means to be polite. He thinks he is entitled to do anything at all on the road. Sometimes we find ourselves in a position whereby courtesy will help. This person will have none of this. Everything must be his way and must suit him, irrespective of how the other person manages on the road.

The Hon. S. T. J. Thompson: You really have had a shocking time!

The Hon. N. E. BAXTER: I am just stating incidents I have seen on the road. I have been lucky enough to have been able to avoid accidents with these people. I have not yet had a serious accident, and I will keep my fingers crossed.

The last hog I wish to mention is a very dangerous one: it is the booze hog. This driver gets full of liquor and then drives his car. He is a very dangerous hog.

I have referred to these people—and there are many others I could mention—because I have a suggestion to make. I ask members to give very serious consideration to my idea. I believe these people should be marked so that the public and the police will be able to recognise the hogs on the road.

The Hon. F. D. Willmott: Would it not be better to mark the car?

The Hon. N. E. BAXTER: Yes, mark the car in a certain way.

The Hon. J. Dolan: What would happen if the hog's wife or son were driving the car?

The Hon. N. E. BAXTER: It would work on the same principle as that operating with "L" plates.

The Hon. J. Dolan: People may say, "She is the wife of a road hog." You cannot punish people who have not offended against the law.

The Hon. N. E. BAXTER: The Minister has the wrong idea. A probationary driver has to mark his car with a "P" plate for 12 months. Am I right or wrong?

The Hon. Clive Griffiths: You are right.

The Hon. N. E. BAXTER: So his car is marked with a "P" plate. A person who is not a probationary driver is liable to a fine if he drives a car carrying "P" plates. The learner driver must mark his car with "L" plates. However, a licensed driver may be fined for driving a car with "L" plates.

I suggest that people who have been convicted of very serious offences should be forced to carry "H" plates on their cars. This would enable other drivers to be wary of the hogs, and the police could keep their eyes on them.

The Hon. Clive Griffiths: What if he has a lot of offences? What would you do about that?

The Hon. N. E. BAXTER: We could perhaps have certain gradings, working up to a really big "H". I feel this is a psychological approach to the problem.

The Hon. A. F. Griffith: You will have to be careful or people will be calling you a regulation hog.

The Hon. N. E. BAXTER: Car drivers who are fond of speeding and who break regulations frequently would be very careful to avoid the penalty of carrying an "H" plate. I feel this would have a psychological impact on the road hogs.

The Hon. W. F. Willesee: What would they have done to you if you had been caught driving at five years of age?

The Hon. N. E. BAXTER: I did not say I had driven at five years of age. I said my father owned a car, but I did not get a license until I was 18. Licenses are now available to 17 year olds.

My suggestion is a serious one—I am not joking. The problem of the road toll must be approached from a psychological point of view. This is the only way to deal with such people, otherwise these mad drivers will go on pursuing their own merry way. They are not deterred by fines or gaoling; such penalties have no effect at all, and this is evidenced by the increasing road toll.

I believe the Minister thinks I am putting this forward as a joke. I am very serious about it. We already have "L" and "P" plates—why not "H" plates to mark the road hogs?

The probationary driver is labelled for the first 12 months. The dangerous driver is far more of a menace to people on the road than the probationary driver. It is time we let the people know who the offenders are. I will admit that we cannot catch all the offenders, but if some are caught and labelled many other dangerous drivers will be deterred.

The Hon. D. K. Dans: What would you do with the drunk driver?

The Hon. N. E. BAXTER: The penalty would depend upon the offence. A drunk driver may lose his license for three months, and he could then be forced to carry "H" plates for nine months.

Sitting suspended from 3.45 to 4.04 p.m.

The Hon. N. E. BAXTER: Before the afternoon tea break I was asking the Minister to give serious consideration to the proposition I advanced. I trust he does not think I am joking. I think it is high time we applied some psychological tests to drivers. I have often thought perhaps drivers should be tested psychologically to find out whether or not they are impatient or whether they have some mental defect which could affect their driving. I believe this could be a means of helping to reduce our road toll to a great extent. I hope the Minister will take my remarks seriously.

The Hon. J. Dolan: I certainly will.

The Hon. N. E. BAXTER: As we already label probationary and learner drivers with "P" and "L" plates respectively, why should we not label road hogs with an "H" plate? This would not only have a psychological effect on the drivers so labelled, but would also warn other drivers on the road. Also, when the police saw a car with an "H" label they would keep a close eye on the driver. I think the effect would be that many people would say, "I do not want an 'H' plate on my car. I do not want to be called a road hog. I will watch my p's and q's when I am driving."

During the afternoon tea break it was suggested to me that when a person has his name on his car—as in the case of a member of Parliament during an election campaign—he is inclined to drive more carefully, because people can see who he is. I have seen many vehicles on the road with the names of private firms painted on them, and I have seen the drivers of those vehicles commit some grave traffic offences. Possibly the fact that the name of the private firm is painted on the vehicle does not mean anything to the driver, but probably the fact that he could be termed a road hog would have a great psychological effect on his driving.

I would like to touch on another traffic matter. It is in relation to a question of which I gave notice yesterday afternoon, and to certain questions I asked in the House last year regarding road signs situated outside the limits of the metropolitan area. The signs to which I refer read, "Traffic Control Area". I was not satisfied with the answers I received to my questions last year because they were not very practical. It is a peculiar coincidence that some months ago I was invited to meet the members of the Koorda Shire Council and to have tea with them. I was asked to attend late in the afternoon after the council meeting had concluded in order to discuss various matters. During the discussion, without any prompting on my part, I was asked, "What do these 'Traffic Control Area' signs mean?"

I then thought to myself, "I am not as silly as the answers of the Minister appear to make me, because other people have the same thoughts about the signs as I have."

Following that the shire wrote to me on the 16th February, as follows—

Dear Sir,

The attached is for your information and assistance please.

The attached letter was addressed to the Minister for Police and Traffic, and reads—

Dear Sir,

I have been instructed by my Council to protest most strongly at the wording of signs on roads leading to the Metropolitan area.

These signs are worded "Traffic Control Area", which to my Council infers that there is no traffic control anywhere else in the state, and can almost be considered as an insult to those Councils which are controlling their own traffic, most efficiently.

It is suggested that these signs be re-worded by adding either "Metropolitan" or "Police", before the word traffic.

Your early reply will be most appreciated.

That bears out the contention I held last year when I asked the questions. However the answer I received in one case was—

The sign indicates the boundary of the Perth region traffic control area within which traffic is restricted to a 35 m.p.h. speed limit except within a speed zone in which a higher speed is permitted. The sign is not intended to identify the authority which controls traffic. The traffic control area replaces the old metropolitan traffic area which, for geographic reasons, did not provide for realistic traffic speeds.

If, as that answer implies, the sign is meant to indicate that within that region traffic speed is restricted to 35 miles per hour, why does one see in the same area signs which indicate a speed limit of, say, 40 miles per hour? That indicates how ridiculous was the answer of the Minister.

It appears that I am not alone in my view; many people think the sign means that is the only area in the State which has traffic control. That is the interpretation which would be placed upon such signs by people visiting this State from other States and other parts of the world. They would not see these signs anywhere else in the State, so they would assume the area in which the signs are found is the only area in the State in which traffic is controlled. I have placed a question on today's notice paper asking the Minister whether he intends to have the signs reworded. I think it is high time he gave consideration to their real meaning.

We have heard some debate on the Aboriginal question. Mr. Hunt made a speech and referred to Aboriginal matters with

particular reference to the north of the State, and the Minister for Community Welfare interjected and said there appears to be a deliberate attempt to stir up racism. It is very hard to ascertain whether articles are written by journalists with that in mind, or whether they just wish to create headlines. Many of these articles are included in the media purely for effect. I do not think it is the intention of journalists deliberately to stir up racial discrimination.

Unfortunately in this State we have a lot of racial discrimination. Such discrimination is found—and always will be—in every country of the world. But one must attack the question fairly and squarely and see what can be done about the problem. We must ask ourselves whether we are going to allow our coloured people to continue to take money for as little return as possible. That appears to be what they expect. Only yesterday my wife and I received a letter from an American friend who is a journalist in St. Louis. He and his wife have moved out of St. Louis because of the colour problem. It is not safe for a woman to walk the streets at night in that city; it is often not safe for a man to do so unless he carries a protective weapon in his coat pocket.

The attitude of the coloured people is to get as much money as they can for as little work as possible. I think this trait is inherent in our Aboriginal people. They are a nomadic race; they have never worked hard. It will take a long time to breed out this inherent trait. I do not think we are doing enough, particularly in regard to the freedom of liquor supplies to Aborigines. I have always been against the supply of liquor to all Aborigines because I have seen the results of this in country areas.

It is all very well for the do-gooders in Perth, who have never been in the country areas, to say that Aborigines should be free to consume liquor; those people have never seen what happens when Aborigines have easy access to it. This was borne out only a week or two ago when I was returning to the country one afternoon, and I picked up two young part Aboriginal girls who were standing with their cases beside the road near Pinjarra.

As I drove along I spoke to one of the girls and told her that I was a member of Parliament. I asked her what was her attitude to natives being given free access to liquor. She replied that this was the worst thing that could have happened to those people. She went on to say free access to liquor put the Aboriginal people in the position where they sometimes kill and maim others; and that once they have liquor in them they lose their sense of responsibility and their sense of balance, and were likely to commit murder.

This girl also told me that she herself would not touch liquor, because she had seen the ill effects of liquor among her

own people. I rue the day when access to liquor was made available to the Aborigines of this State. I could not help being impressed by what this girl said, because of the way in which she expressed herself.

We should look into the question of Aborigines being given free access to liquor. I have no prejudices against these people, and often as I travel on the roads I pick up Aborigines; that is, when they appear to be clean. I help these people whenever I can. However, we should give further consideration to the effects of free access to liquor being granted to them.

I would like this to be expressly recorded: Towards the end of this year Western Australia will lose the services of His Excellency the Governor, Sir Douglas Kendrew. Like the previous Governor, Sir Charles Gairdner, Sir Douglas Kendrew has endeared himself to the people of Western Australia, as has Lady Kendrew. Both he and his good lady are very fine people and of the highest calibre. I like them very much, and I do trust that during the remainder of his term in Western Australia Sir Douglas and Lady Kendrew will be happy.

I am sure that Sir Douglas and Lady Kendrew will have dear memories of Western Australia, and will look forward to returning here sometime in the future. I would like to thank His Excellency and his good lady for the wonderful service they have rendered to the State. I support the motion, as amended.

Debate adjourned until a later stage of the sitting, on motion by The Hon. R. T. Leeson.

(Continued on page 433)

QUESTIONS (11): ON NOTICE

1. GOVERNMENT BUILDINGS

Mandurah Shire: Expenditure

The Hon. N. McNEILL, to the Leader of the House:

- (1) What are the expenditures on Government buildings and facilities, including maintenance but excluding operating expenses, within the Shire of Mandurah in the current financial year?
- (2) What are the proposed expenditures, or provisional estimates of expenditure, on all Government buildings and facilities within the Shire of Mandurah for the years 1973-74 and 1974-75?
- (3) In respect to each of questions (1) and (2), what is—
 - (a) the amount spent, or proposed to be spent, by each of the Government departments concerned;
 - (b) what is the nature of the work in each case?

The Hon. J. DOLAN replied:

(1) Expenditure 1972-73.

Government Buildings		\$
Court House—Additions	.....	10,493
Harbour & Light—Office extensions and garage	.....	20,000
Police	.....	1,968
Education	.....	529
Fisheries	.....	50
		<hr/> \$33,040

Facilities

Water supply	.....	461,000
Sewerage	.....	663,000
Navigational Aids Peel Inlet	.....	23,000
Beach Reclamation	.....	45,000
Maintenance of Training Walls	.....	10,000
		<hr/> \$1,202,000

(2) Provisional estimates of expenditure, subject to availability of funds, 1973-74.

Government Buildings

No new works programmed. Maintenance programme for existing buildings not determined as yet.

Facilities		\$
Water Supply	.....	521,000
Sewerage	.....	306,000
Mandurah Slipway	.....	40,000
Maintenance of Training Walls	.....	20,000
		<hr/> \$887,000

Provisional Estimates of Expenditure, subject to availability of funds, 1974-75.

Government Buildings		\$
Community Welfare Youth Camp—Land and building	.....	70,000

Facilities

Water Supply	.....	660,000
Sewerage	.....	211,000
Maintenance of Training Walls	.....	20,000
		<hr/> \$891,000

(3) Answered by (1) and (2).

2.

WYNDHAM PORT

Finance

The Hon. V. J. Ferry for the Hon. W. R. WITHERS, to the Leader of the House:

(1) In view of the fact that the tonnages for the Port of Wyndham were 5,717 tons higher in 1972

than those in 1971 as shown in the annual reports of the Harbour and Light Department, how can the Minister reconcile an excess of revenue over expenditure of \$50,609 in 1971, and a deficit of \$32,316 in 1972?

(2) In view of the foregoing—

(a) is there a reason for an increase of only \$10,197 in contingencies for 1972; and

(b) will the Minister list the contingencies for 1971 and 1972?

(3) In view of the foregoing in parts (1) and (2), how does the Minister reconcile the wages situation which shows a decrease of \$120,107 in the 1971-72 financial year compared to the 1970-71 wages?

(4) Would the Minister agree that there appears to be an anomaly in the 1970-71 and 1971-72 annual reports of the Harbour and Light Department that virtually shows an increase in tonnages, a decrease in wages, only a slight increase in contingencies, and yet the charges have increased in Wyndham to cover an inexplicable loss in revenue not made clear by the figures presented in the annual reports and as outlined in these questions?

The Hon. J. DOLAN replied:

(1) Union coverage of waterside workers at Wyndham changed from Australian Workers Union to Waterside Workers Federation in March, 1971, with control of the labour then being transferred to the Australian Stevedoring Industry Authority. The effect of this change was:

(a) Shipboard labour previously employed and paid by the Harbour & Light Department is now engaged and paid for by private stevedoring companies (Harbour and Light Department remains responsible only for shore and jetty labour).

(b) Harbour and Light Department wages expenditure fell by the amount now paid by the stevedoring companies for shipboard labour.

(c) Harbour and Light Department revenue figure also fell because the amount previously expended, as in (b), plus administrative costs are no longer recouped from the various ships. The deficit in

1972 following on from the surplus in the previous year notwithstanding the increase in cargo in 1971-72 is attributable to:—

- (1) A direct result in the changes, as listed in (a), (b) and (c) above.
- (2) Substantial award wage increases granted to the Waterside Workers Federation last year.
- (3) The introduction of levies payable to the Australian Stevedoring Industry Authority and to the Association of Employers of Waterside Labour to finance the guaranteed wage payments, both of which were not previously paid prior to March, 1971.

(2) (a) Yes. The items that make up the contingencies have shown little change as they are not affected by the changes referred to in (1).

(b) The individual costs are as follows:—

Expenses	1970/71 \$	1971/72 \$
Fares and allowances (leave, airfares mileage for staff)	4,929	7,098
Plant hire (forklifts, etc.)	37,173	43,065
Electricity	10,853	11,801
Vehicle running expenses	1,314	537
Claims (damaged and lost cargo)	2,523	2,916
Jetty working expenses	28,631	29,703
	<hr/> \$84,923	<hr/> \$95,120

(3) Answered by (1) (a) and (b).

(4) For a person who was not familiar with the ramifications of the stevedoring industry, a comparison of the 1970-71 figures with the 1971-72 figures could be misleading.

The changeover mentioned in the answer to (1) was referred to by the Manager in his introductory remarks to his 1971 Report.

3. CORAL BAY HOLIDAY RESORT

Finance

The Hon. G. W. BERRY, to the Leader of the House:

What is the present financial position regarding Coral Bay Holiday Resort?

The Hon. J. DOLAN replied:

The total amount owing by Coral Bay in respect of State guarantees and ordinances is approximately \$170,000 including advances to the Receiver and Manager for operating funds.

I understand that there are also amounts owing to other secured and unsecured creditors totalling approximately \$300,000.

4. This question was postponed.

5. TRAFFIC Road Signs

The Hon. N. E. BAXTER, to the Leader of the House:

- (1) Did the Minister receive a letter dated the 16th February, 1973, from the Koorda Shire Council regarding road signs worded "Traffic Control Area"?
- (2) Is it the Minister's intention to have these signs re-worded in any way as suggested in the letter?

The Hon. J. DOLAN replied:

- (1) Yes.
- (2) The matter is currently under discussion by the Police and the Main Roads Departments.
The Hon. Member will be advised of the outcome in due course.

6. ROAD TRANSPORT

North-West: Permit Fees

The Hon. CLIVE GRIFFITHS, to the Leader of the House:

- (1) What were the prevailing circumstances that allowed permit fees charged by the Transport Commission to transport operators carting goods to the North West of this State to be reduced on the 1st January, 1972?
- (2) What differing circumstances caused this reduction to be withdrawn on the 12th February, 1973?
- (3) Does the Minister agree that withdrawal of the reduction can only result in increased costs for goods carted to the towns referred to by me in my questions on Wednesday, the 21st March, 1973?

The Hon. J. DOLAN replied:

- (1) The Transport Commission Act provides that the cost of administration of the Act shall be paid out of the Transport Commission fund. It is necessary, therefore, that the revenue derived from licence and permit fees shall be sufficient to meet such cost.

Buoyant conditions at the end of 1971 allowed for a reduction of fees.

- (2) In February 1973, it became apparent that revenue would be insufficient to meet the 1972-73 administration costs.

- (3) Yes. As in the past the position will be kept under review from time to time and reductions made when circumstances permit.

7. DAIRYING

Production Control

The Hon. N. McNEILL, to the Leader of the House:

Further to my question on the 27th March, 1973, concerning dairy industry production control—

- (1) Will the Minister advise whether, in view of the prominence given the Press report in *The West Australian* of the 14th March, 1973, and of the possible injustice to persons concerned, the Minister for Agriculture has—
 - (a) published a denial of the remarks attributed to him;
 - (b) issued a statement giving a correct version of the statement so reported?
- (2) If the answer to (1) (a) and (b) is "No", why not?
- (3) If he has issued such denials or statement, will he make them available to the House?

The Hon. J. DOLAN replied:

- (1) (a) No.
- (b) No.
- (2) The nature of the mis-reporting was not such as would warrant the issuing of a statement giving the correct version.
- (3) Answered by (1).

8. PROBATE DUTY

Relief

The Hon. I. D. MEDCALF, to the Leader of the House:

- (1) With reference to the Premier's policy speech in the 1971 Elections, when he stated that a Labor Government would legislate to provide substantial relief from the current probate laws of the State with specific attention to the position of widows and dependent children, and that the matrimonial home and its contents would be exempted from duty, also that life assurance would be exempted from duty to an amount of \$20,000, why has such legislation not yet been introduced?
- (2) Does the Government still intend to introduce such legislation in the terms of the policy speech?

- (3) If so, when may such legislation be anticipated?
- (4) If not, why not?

The Hon. J. DOLAN replied:

- (1) Because considerable research was necessary, and this took time.
- (2) Legislation providing substantial relief, streamlining procedures and removing inequities, will be introduced. Details of proposals will be given when the Bills are introduced.
- (3) Bills are in the first draft stage. When finally settled, they will be introduced as soon as is practicable.
- (4) Answered by (2).

9. DAIRYING

Commonwealth Equalisation Scheme

The Hon. N. McNEILL, to the Leader of the House:

Further to my question on the 27th March, 1973, relating to the Dairy Industry Equalisation Scheme, and the Minister's reply "That the report is essentially correct, but it was not stated that returns to Western Australian producers could be improved by 10 cents per lb"—

- (1) Will the Minister advise—
 - (a) did he make a statement that returns could be improved;
 - (b) if so, did he state the amount of such possible improvement in returns;
 - (c) what was the amount so stated?
- (2) If he did not state a specific amount by which returns could be improved, with a scheme more equitable to Western Australian producers, in view of uncertainties within the industry, would he now state what could be the amount of such improved returns?
- (3) What would be the financial benefit to Western Australian producers if the scheme currently before the Agriculture Council was adopted?

The Hon. J. DOLAN replied:

The relevant paragraph in the Minister's speech to the Australian Institute of Dairy Factors Managers and Secretaries reads as follows:—

"A very unfair situation has existed over the past few years as a result of the operations of

the Commonwealth Dairy Produce Equalisation Scheme. Farmers in W.A. have contributed an average of about 10c. per lb. of butterfat produced over the last 3 years to bolster the returns to producers in exporting States such as Victoria where the producers receive about 10c. per lb. butterfat more from their factories than do their Western Australian counterparts. It seems to be a case of the needy contributing to the support of the less needy.

Certainly Western Australia must continue to argue forcibly for a better deal under the National Equalisation Scheme."

Therefore the answer to the question by the Hon. Member is:

- (1) (a) No.
(b) and (c) No.
- (2) Amounts by which returns could be improved would be dependent on all States agreeing to an alteration of the formula for equalisation.
- (3) This cannot be determined because some important details of the Scheme currently before Agricultural Council have not been decided, particularly the proportion of the high priced Australian quota which will be allocated to Western Australia.

10. This question was postponed.

11. ROAD TRANSPORT

North-West: Costs

The Hon. CLIVE GRIFFITHS, to the Leader of the House:

Further to the reply to my question on the 28th March, 1973, and in view of the statement that considerable research would be involved in extracting all the necessary information, would the Minister please provide the required figures for the month of February, 1973?

The Hon. J. DOLAN replied:

The Hon. Member's question 11 of 28th March, 1973, was misunderstood by the officers in the Transport Commission and the replies given were tonnage figures which were readily available.

To provide the Hon. Member with the details of permits issued, as requested, will entail a search examination of all permits issued. However, figures for February 1973 will be extracted and provided as quickly as possible.

ADDRESS-IN-REPLY: SEVENTH DAY

Motion, as Amended

Debate resumed, from an earlier stage of the sitting, on the following motion by The Hon. R. F. Claughton, as amended—

That the following address be presented to His Excellency—

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

However, this House is of the opinion that the best interests of the State and the people would be better served if the Government were to concentrate on improving its administration of the affairs of the State, instead of endeavouring to denigrate the Legislative Council (an integral part of the bicameral system of Government in this State) in an effort to cover up its own shortcomings.

THE HON. R. T. LEESON (South-East) [4.30 p.m.]: I wish to say a few words on the motion for the adoption of the Address-in-Reply, as amended, and, in so doing, I would firstly offer my congratulations to The Hon. J. Dolan and The Hon. R. Thompson on their elevation in this House.

I have been in this House for only a couple of years but I think this is the fourth debate on the Address-in-Reply during which I have listened to speeches that have been made. I have always taken a great deal of interest in the speeches made by various members, and it has always surprised me that there is such a divergence of opinion between the metropolitan members and the country members. Their outlooks seem to differ greatly.

Metropolitan members seem to talk on general topics, and on a State-wide basis, whereas country members seem to address their remarks more to particular problems in their country electorates. That may be fair enough but it does seem to me that conditions in the metropolitan area are, perhaps, fairly rosy while country areas have quite a number of problems. I think this is true.

Questions were asked recently in another place in relation to the *Prospector* train service which operates between the Perth Terminal and Kalgoorlie. I am not sure of the basis of the question, apart from the desire to know whether the train was running at a profit or a loss.

I can assure members that the *Prospector* service is enjoyed by many people in my electorate. They speak very highly of it. I can remember the days of the old open-type trains, when it was quite a marathon to come to Perth. The *Prospector* travels the 408 miles to Perth in 7½ hours which, I think, is as fast as a motorcar.

The *Prospector* is the first train of its type in Australia and, most definitely, the first train of its type in Western Australia. It is something of which the people of this State should be very proud. I have previously mentioned that in the near future we may be able to make better use of the train when the standard gauge is extended to Esperance, and to the north from Kalgoorlie.

A problem which we face in Kalgoorlie—and which has been fairly prevalent over the last couple of years—is referred to as the "dust problem". Many metropolitan members might smile at the use of that term. Since I have been in this House I have had to go to Scarborough or City Beach to see any dust at all in the metropolitan area. However, the dust problem has become almost unbearable in the gold-fields area after almost five years of drought. I do not think there is anything which drives people out of towns such as Kalgoorlie quicker than the dust nuisance.

A committee was set up recently in Kalgoorlie in an attempt to alleviate the problem. The committee has received support from the Government, and when I attended a meeting some three weeks ago I observed that there were present representatives from the local shires and the mining companies, as well as other interested people in the area.

Quite a lot was said and a number of documents were produced concerning ways and means to overcome the problem. The committee has the backing of the Chamber of Mines, of local government, and the State Government and provided it receives continued support from the people concerned the problem may be overcome.

Some very large slime dumps surround the Kalgoorlie area. Most members would have seen them and recall that they resemble pyramids. The slime from those dumps is picked up by the strong winds and carried into the air. The dust rises to a height of 9,000 feet, and travels for a distance of up to 200 miles. Members have probably read reports in the papers about the dust.

Research has been carried out, in Broken Hill, into the growing of vegetation on slime dumps. It has proved very successful in Broken Hill, and six or eight species of vegetation grow on the slime dumps without any watering or care whatsoever. Certain members of the committee in Kalgoorlie intend to travel to

Broken Hill to investigate what has been done there. The members of the committee will examine the situation to see if such a scheme can be introduced into Kalgoorlie. There are certain problems because of the contents of the slime which comes from the treatment plants. However, it is hoped that something will be achieved.

Another matter which I want to mention has already been referred to by, I think, three members today. During a recent trip through the Merredin-Yilgarn part of my electorate I spoke to a number of farmers in the Mt. Walker area. Their main problem was water. I was very interested in the Roe Dam at Mt. Walker, and what it has done to alleviate the problems of the farmers in the area. It is a magnificent structure and the people in the area claim it is the greatest thing that has happened to them for a long time. They have been able to cart water from the dam right throughout the summer months and it is estimated that there is still enough water to last until the end of April. We hope that rain will ease the situation by then.

Some farmers are carting water for distances up to 50 miles from the dam. Those who do not have any rainwater have to drink the dam water. The point I want to make is that the Government should continue with this type of project. Dams of this magnitude should be constructed throughout the country areas. I know it is difficult to find suitable sites but I hope that the departmental officers will always be on the lookout for future dam sites so that the farmers can enjoy some of the amenities which are enjoyed by people in the metropolitan area. One does not realise what the people in those dry areas have to contend with until one lives with them or visits them.

Another matter which I wish to mention has been the subject of a great deal of discussion in another place. I refer to unions and compulsory unionism. It seems that this subject comes up once a fortnight or once a month either in discussion on a Bill or because of a censure motion, or something of that nature.

The Hon. J. Heitman: It is certainly in the news this week.

The Hon. R. T. LEESON: That is right. It seems that when this matter is debated the Labor Party is on one side and the Liberal and Country Parties are on the other side, and away they go. It was interesting to read in the *Farmers' Weekly* of the 22nd March, 1973, some items brought forward by branches of the *Farmers' Union*.

A submission from the Cowaramup branch stated that membership of the *Farmers' Union* should be compulsory to all primary producers. That submission

was later withdrawn. Another item from the Kulin branch—which is part of my electorate—was as follows—

That this Conference requests legislation to take funds from primary producers for primary producer organisations. Nominated organisations to have autonomous control of these funds.

Amendment: That investigations continue and a report be presented to the next annual conference.

That one was carried.

The Hon. A. F. Griffith: For what purpose would the funds be provided?

The Hon. R. T. LEESON: I would not hazard a guess, at this stage.

The Hon. A. F. Griffith: I was wondering if they would be appropriated to fight political campaigns.

The Hon. R. T. LEESON: The point I make is that we hear a lot of opposition from country members in the Parliament of Western Australia to compulsory unionism, but quite a number of people in country areas—and I presume they are Country Party supporters—support compulsory unionism. That is just a thought. I know this feeling has been evident for a long time and perhaps there might be a breakthrough one day; one never knows. With those remarks I support the motion.

THE HON. J. HEITMAN (Upper West) [4.44 p.m.]: I would like to add to the remarks of previous speakers and say how sorry I am that Mr. Willesee has found it necessary to retire, through ill-health, from the position of Leader of the Government in this House. I have always got on very well with Mr. Willesee and I thought he was doing a great job. I am extremely sorry to see him having to take a back seat.

I congratulate Mr. Dolan on being appointed as successor to Mr. Willesee and I also congratulate Mr. Ron Thompson on his appointment as Minister for Community Welfare. I think that the portfolio of Community Welfare is, perhaps, the hardest which one could take on in the Ministry. A tremendous amount of work has to be done and a tremendous number of problems have to be overcome. However, I feel that Mr. Ron Thompson will carry out the job to the best of his ability.

I would like to comment on Mr. Cloughton's opinion of the job being done by the Government and the Premier of this State. It depends on how easily one can be satisfied and what one feels about certain things that have happened.

Since this Government took office, hospital charges have increased by 50 per cent., water rates by 25 per cent., and electricity charges by 21 per cent.—by 27 per cent. in many cases.

Last year I asked questions about a small manufacturing concern at Wanneroo, the electricity charges for which had increased by 27 per cent. I asked whether the charges could be reduced but was told that under the circumstances they could not be altered. This is a pity when we have a firm that is prepared to decentralise and go out to Wanneroo. The proprietor of the business is building cranes which are readily saleable, yet he had to suffer this increase in electricity charges—and of course a great deal of electricity is used in manufacturing cranes.

Since the present Government took office payroll tax has increased by 40 per cent. and the surcharge on third party insurance has increased by 150 per cent. It was nice to note, in the answer to a question the other day, that the Government intends to reduce third party insurance premiums by 20 per cent. from the 1st July, 1973, but it would have been nicer had the surcharge of \$3 been abolished instead of the Government making a big fellow of itself and reducing the premium by 20 per cent.

I could go on and mention many other increases in tolls and taxes. From the 1st July, 1972, at the Fremantle Port Authority handling charges went up 23 per cent., pilotage 10 per cent., mooring 12 per cent., and tonnage 4 per cent. From the 1st July, 1972, at the Midland Junction Abattoir, saleyard fees increased by 18c a head for cattle, 3c a head for sheep and lambs, and 6c a head for pigs. At the W.A. Meat Export Works, the processing charge was increased from the 2nd August, 1972, by 50 per cent. for mutton and lamb, 32 per cent. for cattle, and 47 per cent. for pigs.

Those increases might make some people happy, but they certainly would not make the farming community happy. At a time when sheep and lambs were bringing very poor prices, the charges for yarding and killing were increased. The farming community could not be expected to be happy under those circumstances. Yet Mr. Cloughton was happy about it and thought the Government was doing a good job.

The Government brought in greyhound racing and bingo and gave the people more opportunities to gamble. At the same time it increased taxes, and the Government is proud of that.

The Hon. Clive Griffiths: Mr. Cloughton did say Mr. Tonkin was the only one who could have done it.

The Hon. J. HEITMAN: He said Mr. Tonkin was the only one who could run the Government.

I have here an article regarding a traffic plan that is being urged by Mr. Tonkin. He said the average motorist would pay another \$8 a year if the country shire councils had statutory authority to control traffic throughout Western Australia and that it would cost millions of dollars to create such an authority. But last year

when it was suggested the police would take over traffic control, if I remember rightly a sum of something like \$750,000 was mentioned as the cost of the takeover, with an annual cost of \$440,000.

The Hon. J. Dolan: But the main item of expenditure is already in the hands of the police.

The Hon. J. HEITMAN: I do not know about the country areas.

The Hon. J. Dolan: It would mean the installation of a communication system, which is a main item of expenditure.

The Hon. J. HEITMAN: The country shire councils already have the necessary set-up. They have offices, traffic inspectors, amphotometers, radar traps, and the rest of it. If the police take over the control of country traffic, it will be necessary to buy all that equipment. It has been said that in the event of an authority taking over the metropolitan area, if all the traffic inspectors were on the road at one time, the cost would run into millions of dollars.

I asked a question about this matter and the answer was that only an estimate could be given and no figures could be tabled. Mr. J. T. Tonkin is about the only person who could get away with that sort of statement. He grabbed figures out of the air and made a song and dance about it, and we are left with those figures until they are refuted.

The Hon. A. F. Griffith: If he did not grab them out of the air, perhaps the Minister for Police gave them to him.

The Hon. J. HEITMAN: I do not know where they came from but they were not factual.

The latest development is that we are asking motorists to pimp on one another. As stated in the leading article in the paper on the 28th March, this was tried once before and it did not work very well. This time, when the pimp has to face the wrongdoer, there might be something in it. If one is game enough to pimp on someone and go to court to prove one's accusations, that is fair enough.

I now come to the statement that there is not a car theft racket. I am sorry Mr. Wordsworth's questions were not answered today. Perhaps we would be wiser had they been answered.

The Hon. J. Dolan: You will understand the reason when I give the answers on Tuesday.

The Hon. J. HEITMAN: I will be pleased to see them. I could not understand Superintendent Monck saying such a thing. He should know better than to say there is nothing to stop a person stealing a car in the metropolitan area, throwing the plates away, and taking it to a country shire to be licensed. He said the vehicles licensed in country shires did not go through the central computer.

I rang quite a few shires this morning to find out what their practice is. I have had the experience of buying a utility in Carnamah and borrowing plates in order to take it over to Morawa to license it. I rang the Morawa licensing authority to say I would be over there at a certain time.

The Hon. S. J. Dellar: Did you say you borrowed plates?

The Hon. J. HEITMAN: Yes. I borrowed dealer plates in order to go over to Morawa. I rang the authority to say I was coming, and when I got there I went in and said, "I have arrived to license the vehicle." The traffic inspector came straight out, gave the vehicle the once-over, examined it thoroughly right through, and said it was safe to be licensed, but he advised me to have the front wheel aligned because it had slight scuffing. That was pretty good service. The authority would not license the vehicle until it was serviced.

I rang the Gingin Shire Council this morning and asked the shire clerk what was his practice when a vehicle came in without number plates. He said, "I would not license it. A man at Lancelin rang me only yesterday and said he would like to license a vehicle. He said he was a fisherman. I asked him for whom he worked, and he gave the name of the boat and the name of the person for whom he worked. I told him he must bring proof that he was the owner of the vehicle." The man arrived at the shire office while I was speaking to the shire clerk. I said I would not wait for the answer because I knew he would not license a vehicle until ownership had been proved.

The country authorities are just as efficient as the Traffic Branch in Perth in the licensing of vehicles. Superintendent Monck knows this. He has been in the country areas. As a matter of fact, he was stationed at Perenjori for a while. I cannot understand why he is making such accusations against the local authorities. I do not think his accusations are warranted.

At the present time we have dual control, and if we want to save lives both authorities should work together as much as possible instead of making statements such as this in the Press to try to prove that one or the other is not doing an efficient job. For my part, I think they are both doing their best, but I hate to see each trying to stigmatise the other. I have never heard a country licensing authority talking about the way the police control traffic. However, they are not all perfect.

The Hon. J. Dolan: I did not say they were. You said you had never known a country licensing authority to say anything about the police, but the papers are full of what they have to say.

The Hon. J. HEITMAN: The Leader of the House is looking at one side and I am looking at the other.

I have here a cutting from *The Sun* in Melbourne. When I was passing through Melbourne on the 3rd February this year, I picked up the paper and on the front page I read the following, under the headline, "It's time to stop the killing"—

Victoria is losing the road toll battle. The year's total is already 75. That's 11 more than at the same time last year.

Eight died this weekend last year.

Drivers can do better today and tomorrow—by keeping to a sensible speed and using plenty of care.

Traffic in Victoria is under police control, yet there had been 75 deaths in 34 days in that State.

The Hon. J. Dolan: Do you think they would do better under shire control?

The Hon. J. HEITMAN: The Leader of the House thinks the police can do better in this State, but why can they not do better in all other States? This is the pattern wherever one goes. The number of road deaths in New South Wales by the first week in February was something like 95 and the traffic in that State is controlled by the police. In New South Wales, as in Western Australia, there were more fatalities in the country than in the metropolitan area, because of the greater mileages which means the roads cannot be policed as well and people can drive at higher speeds than they can in the metropolitan area. In New South Wales, anyone who does not give way to the right is in trouble; that law is religiously policed. Yet that State has more or less the same pattern as Western Australia, with the same percentage of deaths in the country to deaths in the metropolitan area.

In Western Australia we have this continual dog fight to try to prove that one side or the other is not doing the job properly. I think it is time we got together, stopped slating one another, and tried to clean up the bad traffic hazards that occur from time to time.

A while ago the Leader of the Opposition asked who could have stopped the recent accident in the goldfields when two trucks collided. Had there been 1,000 policemen on the scene they could not have stopped it. There are hundreds of accidents like that to which we cannot find the answer. If a mobile research unit were set up in the country shire council areas, we might be able to find out why these accidents are occurring and try to prevent them.

I will not continue on this subject any longer. Everyone knows that both sides are trying to do their best to cut down the road toll.

The Hon. R. F. Claughton: Do you know the Main Roads Department has an accident research team?

The Hon. J. HEITMAN: Yes, but it is not on the spot when every accident happens. I would like to tell the House about an accident which took place recently when two boys were driving up to Carnamah. Anyone who has been to Carnamah will know that as one comes to the straight there is a sign giving the speed limit as 35 miles an hour. Just as one enters Carnamah there are two bends. The boys concerned were negotiating the first bend at a speed over 35 miles an hour and when they got round the first bend and into the second bend—which is rather a flat bend; it is not banked—they found themselves on the right hand side of the road. While in this position they noticed a truck coming towards them and in their endeavour to get back to the correct side of the road they lost control of the vehicle and hit the fence of the Shell Company garage. They were both killed.

The traffic inspector (Mr. Dennis Leonard) was there at the time, but nothing he could have done would have prevented that accident. No matter what action he may have taken the accident would still have occurred. From the deductions he made it would appear that on coming into the second bend the boys were on the wrong side of the road and in their endeavour to get back to the correct side of the road they evidently shot into the Shell Company's fence.

The Hon. L. A. Logan: They couldn't stop the accident on Mounts Bay Road.

The Hon. A. F. Griffith: The Government is just kidding itself in thinking it will be able to stop these accidents.

The Hon. R. F. Claughton: The local authority did not stop that one.

The Hon. A. F. Griffith: Obviously it did not, because both the boys died.

The Hon. J. HEITMAN: I now want to refer to the question of pensioners. On Thursday, the 8th March, there appeared an article in *The West Australian* headed "No free trip for pensioners". The article goes on to say that if pensioners are in the metropolitan area it is possible for them to have a few free trips around the metropolitan area, but if pensioners are living in the country there is no chance of their being able to have a free trip to Perth; not even once a year.

Something should be done in this direction to try to help these people. It is hard for old-age pensioners who have lived in the country areas all their lives not to be able to get down to Perth at least once a year. They are prevented from enjoying the benefits of the seaside and a change of climate. They are still first-class citizens and it is unfortunate and purely fortuitous that they happen to be drawing pensions. They should not, however, be treated any differently from the pensioners who happen to reside in the metropolitan area.

The pensioners residing in the metropolitan area are able to visit a doctor or a chemist without much difficulty. I have seen pensioners living in camps 20 or 30 miles outside Meekatharra. If these people desired to visit Perth it would be necessary for them to save the money to do so. I am sure there is no insuperable problem which would prevent their being granted a trip to the city at least once a year. The Pensioners' League is asking for this facility and for my part I would like to back it up—possibly because I am getting a little old myself and I may need a free trip occasionally!

The Hon. J. Dolan: You would not draw a pension with the money you have.

The Hon. J. HEITMAN: Once a person retires he is a pensioner; at least he is in the eyes of the people, who do not think of superannuation at all. The Minister will be a pensioner when he retires.

The Hon. J. Dolan: No I will not.

The Hon. J. HEITMAN: I would like some help to be given to these pensioners and I think the Government should be approached to see what can be done for them.

I am pleased to be able to say that next year it is proposed to build a second senior high school at Geraldton. It will be open for the year 1975. At the moment the high school in Geraldton is well and truly overcrowded. The department has done its utmost to meet the difficulty by putting up extra classrooms and science rooms to carry the school through to 1975 when the new senior high school will be opened.

The second senior high school will cost something like \$1,000,000 and it is expected that initially 450 students will be able to be catered for. I do not think there is any need for anyone to say that other high schools should not be built in the country. For instance, it should not be said that a high school should not be built at Morawa or Moora because the children in those areas are also first-class citizens and they are entitled to receive a first-class education as is given to the children in Geraldton and Perth.

I would also like to see a new technical school built at Geraldton. Such a school is badly needed because the present one is too small to cater for all the school leavers and others who live in Geraldton. There are many students who wish to continue their education as apprentices in the electrical or allied trades and it is they who will attend such a school. At the present time it is not possible for any further enrolments to be made. When we remember that there are 1,500 pupils attending the Geraldton High School at present there is little doubt that more accommodation is needed than is at present provided to cater for the student intake.

A new high school is to be opened at Moora next year and it will commence operations in 1974. I am pleased to see that these high schools are programmed for next year and the year after and I hope the standard of education will be as good in these schools as it is in the metropolitan area, because if it is not the schools will not be patronised by the people in the country areas. The people in the country are just as keen to see that their children receive a first-class education as are people in the metropolitan area or anywhere else. If and when these schools are opened we will have at least the facility of a first-class education of which everybody can be proud.

I always have a shot at the system of wheat quotas. In a speech last year I said that wheat quotas in Western Australia had cost the State and Australia millions of dollars. There is no need to continue the system of wheat quotas at the present time. We have not been growing enough wheat over the last three years to fill our market requirements.

With the shortage of grain and foodstuffs at the moment we could sell three times as much wheat as we grew last year. It does not please me to see that the Farmers' Union and others want to continue with the system of wheat quotas, particularly in a year such as this. The quota system has been eased to some extent but the board should cut it out altogether this year. When we consider the increased price of wool and appreciate that barley is a tremendous money spinner at the moment, I feel there may not be enough wheat grown in Western Australia to fill the quota. By next month we should be able to say that there will be no quotas for this year. It might be a little late to do this, but it would be far better to take such a step and permit everyone who wants to grow wheat to do so; they should be permitted to take advantage of the shortage of grain in Western Australia; indeed, of the shortage of grain in the whole of Australia. We would then be able to get back some of the dollars we have missed over the last few years.

The next matter I wish to mention is intimidation by the unions. There have been two cases of intimidation in my area. Wellards from Bindoon have been intimidated. They are cartage contractors in the Bindoon area. Prior to that they were farming in Perenjori but because of the low wool price and because of quotas they sold out and came to Bindoon and took up carting. Recently they desired to take back a load of drums—fuel, oil, and so on, but the unions refused to load their trucks. They were told that if they did not join the union and have a union ticket their trucks would not get loaded. That is pretty tough.

The Hon. F. D. Willmott: It is disgraceful.

The Hon. J. HEITMAN: In tonight's paper there is a heading, "Fuel Drivers Plan Action on Unions". The other case to which I wish to refer concerns a man who owns a garage at Bindoon. I called in to see him because I had trouble with the water pump of my car. The man in question was very dejected. As this was the first time he had asked for his truck to be loaded the unions allowed him to take a few drums but they told him that he must join the union before he returned or he would not have his truck loaded. As I have said, he runs a garage and a fuel agency.

The Hon. V. J. Ferry: No 35-hour week for him.

The Hon. J. HEITMAN: It would not be possible for him to make ends meet in a business like that if he worked 35 hours a week. The man in question told me he had always carted his fuel and supplied the district but that he would not be permitted to pick up any more fuel. He was told he must have a union ticket before the next harvest or he would not be supplied. Any farmer-driver who has not a union ticket by that time will also be banned.

If this happens in the country somebody will surely be run over and the accident will be put down to deaths that occur in the country.

The Hon. J. Dolan: You are not suggesting what your words imply? No matter what a fellow did I could not take a life.

The Hon. J. HEITMAN: I know the Minister could not and nor could I, but when people get wild because they are being pushed around anything is likely to happen.

The Hon. J. Dolan: You said it.

The Hon. J. HEITMAN: Since the Federal union leaders have been in this State and taken over the Transport Workers' Union we have had nothing but trouble. It is about time the Transport Workers' Union in this State sacked these fellows. That union had a very good name when it was running its own affairs but since the Federal boys have come over there has been nothing but trouble and strife.

The Hon. D. K. Dans: I do not think the Transport Workers' Union is under the Federal award.

The Hon. J. HEITMAN: The honourable member should consider what has happened in the last 12 months. I am sure he is not proud of it.

The Hon. D. K. Dans: I did not say that.

The PRESIDENT: Order!

The Hon. J. HEITMAN: I feel something must be done about this. I have referred to the article in this evening's paper, but I will not read it because everyone has received a copy of this evening's *Daily News*

and they can see for themselves the action the fuel truck drivers plan to take against the union. So far as I am concerned I hope that those who plan to take this action against the union are successful. There is nothing worse than being intimidated or blackmailed for no reason at all.

The Hon. Clive Griffiths: Do you think that could be classified as biased reporting as it was the other day?

The Hon. J. HEITMAN: Some people may say that is so.

The Hon. Clive Griffiths: It was suggested that *The West Australian* newspaper was being intimidated.

The Hon. J. HEITMAN: When this sort of thing is going on I am afraid I am very hard to get on with.

The Hon. D. K. Dans: You have not specified whether it is the Federal or State union, and you should specify this.

The Hon. J. HEITMAN: I am not satisfied that the Government is conducting its affairs as it should.

The Hon. A. F. Griffith: Mr. Dans is suggesting, because the big fellows come over from the east there is nothing you can do about it.

The Hon. J. HEITMAN: The Government should do something about it. I support the motion for the adoption of the Address-in-Reply as amended and I hope what I have said will prove that the Government is not doing the mighty job that Mr. Cloughton claims it is.

The Hon. D. K. Dans: Before you sit down will you say what the State Government can do about a Federal union?

Debate adjourned, on motion by The Hon. J. M. Thomson.

House adjourned at 5.14 p.m.

Legislative Assembly

Thursday, the 29th March, 1973

The SPEAKER (Mr. Norton) took the Chair at 11.00 a.m., and read prayers.

LAMB MARKETING BOARD

Report: Tabling

MR. H. D. EVANS (Warren—Minister for Agriculture) [11.03 a.m.]: In tabling the Lamb Marketing Board report I would like to add that, although there is no mandatory requirement to produce and table such a document, I consider it is in the interests of the industry to do so.

The SPEAKER: The Minister cannot make a speech.