

One instance of this comes to my mind at this moment and I think I should mention it. Three or four times last session I asked for the file dealing with a proposed water supply scheme between Roebourne and Point Samson, and the Minister, on all occasions, refused to table the file. He said that I could see it at the department. One of the difficulties is that if one sees a file at the department, and it is not public property, one feels that one is viewing it in a confidential manner. This precludes any criticism of the file and, of course, one is not supposed to use the information obtained because one has been done a favour by the Minister in seeing it in a confidential manner. This, of course, is quite useless.

I will conclude this matter by reading from *The West Australian* of Tuesday the 17th May, 1966. The article was headed, and I think we may well heed this, "Weakness Seen in Parliament".

Melbourne, Mon: There was a growing need for more effective relations between parliament and the executive government, Sir John Crawford said today.

Sir John, who is director of the Research School of Pacific Studies at the Australian National University, was secretary of the Department of Trade from 1956 to 1960.

He was addressing the annual meeting of the Australian Industries Development Association.

He said that in Australia's complex economic society, parliament seemed weak against the combined forces of cabinet and the public service.

"To a large extent, the sovereignty of parliament disappears when a strong executive presents its policies," he said.

"This makes it more vital to ensure that the executive respects and even fears the restraining hand of parliament."

Sir John said there were three ways, under the existing system of government, that the relative weakness of parliament could be lessened:

Sir John Crawford then set these out:—

A Parliamentary committee system to enable members of parliament to quiz the executive, including civil servants, and outside interests.

Better research facilities for members of parliament and provision of objective research by universities.

The third point he mentioned is that:—

The existing party committees should be able to question civil servants about the meaning and implications of departmental publications.

Sir John said that private industry organisations should improve their machinery for making their voices effective. "Not to do so is to leave the role of advising both ministers and parliament almost wholly to the civil service, whose competence is undoubted but whose views are not as a rule

open to public examination and who too often lack adequate experience of the economic world at large," Sir John said.

Personally, I think he had three very good points. As mentioned by earlier speakers, this again should be something in favour of having two sessions of Parliament.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

Bill read a third time, on motion by Mr. Brand (Premier), and transmitted to the Council.

House adjourned at 9.54 p.m.

Legislative Council

Wednesday, the 3rd August, 1966

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The PRESIDENT (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

QUESTION WITHOUT NOTICE

TRANSPORT IN WESTERN AUSTRALIA

*Report by Commissioner Wayne:
Additional Copies*

The Hon. W. F. WILLESEE asked the Minister for Justice:

In view of the importance of Commissioner Wayne's report which was tabled by the Minister

yesterday, could he undertake to have additional copies submitted for the benefit of members of this House?

The Hon. A. F. GRIFFITH replied:

The honourable member was kind enough to acquaint me with his intention to ask this question. I have conferred with my colleague, the Minister for Transport, and I will have six additional copies of the report made available.

If any interested member would like one of these, would he please let me know? I cannot undertake to provide a copy for each individual member of the House, but there will be these six copies available and, if this does not satisfy the situation, I will see what I can do about it.

QUESTIONS (11): ON NOTICE

1. *This question was postponed.*

DECEASED PERSONS' ESTATES

Value, and Probate Duty

2. The Hon. N. E. BAXTER asked the Minister for Justice:

- (1) For the five years ended the 30th June, 1966, how many estates valued from—
 - (a) \$6,000 to \$10,000 inclusive; and
 - (b) over \$10,000 to \$20,000; have been subject to death duties?
- (2) Will the Minister advise the House the amount of death duties received from estates in the aforementioned categories for each year of the five year period?

The Hon. A. F. GRIFFITH replied:

- (1) and (2) Statistics kept in the Probate Duties Office do not permit of information being extracted exactly as requested by the honourable member. However, it has been possible to compile figures in the groups—\$5,000 to \$10,000 and \$10,000 to \$20,000 as follows:—

| Year Ending 30th June | Estates \$5,000 to \$10,000 | | Estates \$10,000 to \$20,000 | |
|-----------------------------|--------------------------------|-----------------|---------------------------------|-----------------|
| | Number | Duty Paid \$ | Number | Duty Paid \$ |
| 1962 | 242 | 45,105 | 347 | 234,350 |
| 1963 | 637 | 99,749 | 312 | 192,502 |
| 1964 | 715 | 95,652 | 340 | 290,358 |
| 1965 | 910 | 121,078 | 410 | 245,390 |
| 1966 | 801 | 115,427 | 447 | 289,846 |

ROADS

Lower South-West: Expenditure, and Programme of Work

3. The Hon. J. M. THOMSON asked the Minister for Local Government:

Further to the Main Roads Department announcement of road

programme expenditure for this financial year, will the Minister inform the House of the proposed expenditure on the following roads:—

- (1) (a) Lake Grace-Newdegate-Hopetoun - Ongerup - Ravensthorpe - Hassell Highway; and
(b) Ongerup - Ravensthorpe-Esperance?
- (2) What is the work proposed to be carried out on each of these roads?
- (3) Will the expenditure complete the bituminising of the sections of gravel existing on—
(a) Lake Grace-Newdegate and Hopetoun;
(b) Ongerup and Ravensthorpe; and
(c) Hassell Highway?
- (4) If not, what will be the distance of unsealed or bitumen road remaining on the roads referred to in (3) above?

The Hon. L. A. LOGAN replied:

- (1) In 1966-67 the Main Roads Department has programmed expenditure:

| | |
|--|---------|
| | \$ |
| (a) Lake Grace-Newdegate-Hopetoun Road and Hassell Highway | 391,000 |
| (b) Ongerup-Ravensthorpe-Esperance | 120,400 |

- (2) Works proposed are:

| | | |
|---|---------|----|
| (a) Lake Grace-Newdegate-Hopetoun— | \$ | \$ |
| 1. Recondition and prime 6.2 miles; widen and prime 2.7 miles | 56,000 | |
| 2. Construct and gravel 10 miles | 60,000 | |
| 3. Sealing (additional funds) 279.5-284.2M | 5,000 | |
| 4. Construct and gravel sheet 12.9 miles | 100,000 | |
| 5. Recondition and prime 7.8 miles (additional funds) | 42,500 | |
| | 263,500 | |

Hassell Highway

| | |
|---------------------------------------|---------|
| 1. Recondition and prime 1.1 miles .. | 6,500 |
| 2. Sealing 9.5 miles .. | 26,000 |
| 3. Sealing 24.5 miles .. | 79,000 |
| | 111,500 |
| Maintenance | 16,000 |
| | 391,000 |

(b) Ongerup-Ravensthorpe-Esperance Road

| | \$ | \$ |
|--|--------|---------|
| 1. Construct and gravel sheet 6.6 miles | 45,000 | |
| 2. Reconstruct and prime 0.8 miles | 16,000 | |
| 3. Construct bridge (Oldfield River)—part cost | 30,000 | |
| 4. Improve drainage Esperance Area | 8,000 | |
| 5. Reconstruct and prime 0.6 miles | 7,000 | |
| 6. Sealing 0.6 miles | 2,400 | |
| | | 108,400 |
| Maintenance | | 12,000 |
| | | 120,400 |

(3) Following expenditures in 1966-67 bitumen surfacing will be completed throughout on the Hassell Highway only.

(4) On the Lake Grace-Newdegate-Hopetoun Road the length of gravel road remaining at the end of 1966-67 will be—

| | Miles |
|-----------------------|-------|
| Shire of Lake Grace | 16.2 |
| Shire of Ravensthorpe | 31.3 |
| | 47.5 |

On the Ongerup-Ravensthorpe Road 31.3 miles of gravel will remain.

4. *This question was postponed.*

PERTH-KALGOORLIE TRAIN SERVICES

Safety Precautions against Fires

5. The Hon. J. J. GARRIGAN asked the Minister for Mines:

Following a fire on the Kalgoorlie express near Kellerberrin in March, 1966, which totally destroyed one passenger carriage, will the Minister inform the House:—

- (1) What precautions have been taken to prevent similar fires?
- (2) How many passenger carriages have been provided with safety measures such as communication cords, etc., on the Kalgoorlie-Perth passenger service?
- (3) When is it anticipated that all passenger coaches on this route will be provided with emergency safety measures?

The Hon. A. F. GRIFFITH replied:

(1) to (3) The present position with respect to the eight recommendations made by the Board of Inquiry is as follows:—

- (i) Communication cords on passenger sleeping cars: Three coaches have been fitted, two others part fitted, and four

at present in hand as part of general overhaul. Programme is being accelerated to accord with delivery of material and as cars can be released from traffic with a target of three coaches a week.

- (ii) Emergency brake valves on country sit-up cars: Two cars have been fitted and one other in hand at present.
- (iii) Concertinas on coaching stock: These have been modified on all coaches to prevent the accumulation of combustible material in the bottom folds of the bellows.
- (iv) Replacement of coir mats: Three car sets have been provided and a bulk order placed for remaining requirements of link rubber mats. Delivery expected early next week.
- (v) Use of non-inflammable material in refurbishing: This will be observed as far as practicable.
- (vi) Fire Extinguishers: The requirements for these of the types recommended by the W.A. Fire Brigade Board have been ordered and delivery of the total of 250 is expected as: 73 from Australian sources in four weeks' time; the remaining 177 from the United Kingdom will be received in about 10 to 12 weeks.
- (vii) Rear vision mirrors: The fitting of efficient rear vision mirrors on locos. has been given deep consideration, but the tight limitations imposed by the loading outline (gauge) prevents this being achieved.
- (viii) Indicator boards for conductor's compartment: All cars concerned have been fitted.

ROADS

Kimberley Districts: Expenditure

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

- (1) What sums of money have been spent in Kimberley districts by the Main Roads Department during 1964-65 and 1965-66 financial years?
- (2) From which funds were the amounts made available?
- (3) What amounts have been allocated from all funds for expenditure in the Kimberley districts this financial year?

The Hon. A. F. GRIFFITH replied:

| | \$ |
|-------------|-----------|
| (1) 1964-65 | 3,373,000 |
| 1965-66 | 3,407,000 |
| | 6,780,000 |

- (2) Funds were derived from—

Commonwealth Aid Roads Act, 1964—

| | \$ |
|---------------|-----------------|
| 1964-65 | 1,873,000 |
| 1965-66 | 1,907,000 |
| | <hr/> 3,780,000 |

Commonwealth Beef Road Grants—

| | \$ |
|---------------|-----------------|
| 1964-65 | 1,500,000 |
| 1965-66 | 1,500,000 |
| | <hr/> 3,000,000 |

- (3) Allocations in 1966-67 from all funds total—\$3,550,000.

KWINANA FREEWAY

Manning Road: Inclusion as Link, and Improvement

7. The Hon. J. DOLAN asked the Minister for Town Planning:

- (1) Is Manning Road, between Albany Highway and Canning Bridge, to be an important regional link in the Perth-Kwinana Freeway system, and, as a main road artery, the responsibility of the Main Roads Department?
- (2) Will officers of this department inspect the road now to see if, because of its poor condition, particularly on the edges, and the dense motor traffic, it constitutes a grave hazard to the school children cyclists using it?
- (3) If inspection reveals this hazard, will the department, or the authorities responsible for the upkeep of this road, take appropriate steps to remove it?

The Hon. L. A. LOGAN replied:

- (1) Manning Road is shown in the Metropolitan Region Scheme as an important regional road connecting Canning Bridge and the Armadale Road. It is not the responsibility of the Main Roads Department.
- (2) The Main Roads Department is aware of the condition of this road. In July, 1965, the commissioner had joint discussions with the three local authorities responsible for its upkeep—the Perth City Council, South Perth City Council, and Canning Shire Council. Arising from these discussions, the local authorities

agreed to prepare a plan and estimates for the reconstruction of the road. The Commissioner of Main Roads promised a substantial financial contribution towards the work. To date no submission has been received from the local authorities.

- (3) Answered by (2).

8. *This question was postponed.*

CANNINGTON, CANNING VALE, AND KINLOCH SCHOOLS

Enrolments and Accommodation

9. The Hon. J. DOLAN asked the Minister for Mines:

- (1) As at February, 1967, what is the estimated number of children who will be attending each of the following primary schools:—
(a) Cannington;
(b) Canning Vale; and
(c) Kinloch?
- (2) Will there be sufficient accommodation (excluding staff rooms) available at each of these schools for the children who will be attending?
- (3) If the answer to (2) is "No", how and where will the children be accommodated?

The Hon. A. F. GRIFFITH replied:

- (1) (a) Cannington—460.
(b) Canning Vale—90.
(c) Kinloch—150.
- (2) Yes.
- (3) See answer to (2).

10. *This question was postponed.*

LAND

Salmon Gums Area: Applications and Releases

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

With reference to land east and west of the Salmon Gums area, will the Minister supply the following information:—

- (1) How many applicants have applied annually for land in this area for the past three years?
- (2) What was the date of each application?
- (3) What was the block number applied for in each instance?
- (4) Is it the intention of the department to release land for allocation for farming purposes in this area in the near future?

The Hon. A. F. GRIFFITH replied:

- (1) to (3) The following figures are provided for land releases in the

Fitzgerald land district which embraces Salmon Gums:—

| Date of Application | Fitzgerald Locations | Number of Applicants |
|-------------------------------------|---|-----------------------|
| 1st July, 1963, to 30th June, 1964. | | |
| 26th July, 1963 | 643 to 646, 693, 932 to 934, 1256 to 1258 | 6 |
| 12th August, 1963 | Serial 49, which included Locations 1518 to 1535 | 66 |
| 20th September, 1963 | 88, 87 and 236 | 4 |
| 14th February, 1964 | 1520, 1521, 1523, 1524 and 1525 | 17 |
| 9th April, 1964 | 323, 1254, 1271, 1277, 932 to 934, 702, 1255, 1403, 299, 304, 383, 1269 | 1 1 1 1 2 |
| 25th May, 1964 | 1156 and 1157 | 1 |
| | Total for year.... | 100 |

| | | |
|-------------------------------------|---|----|
| 1st July, 1964, to 30th June, 1965. | | |
| 21st December, 1964 | 1538 | 3 |
| 4th February, 1965 | 214, 268, 540, 541, 544, 545, 1504-1514 | 27 |
| 26th February, 1965 | 268 | 1 |
| 18th June, 1965 | 1000, 1001, 1012, 1013 | 1 |
| 24th June, 1965 | 927, 928 | 3 |
| | Total for year.... | 35 |

| | | |
|-------------------------------------|------------------------------------|-----|
| 1st July, 1965, to 30th June, 1966. | | |
| 20th July, 1965 | 687 | 7 |
| 1st March, 1966 | 1516, 1540 | 4 |
| 14th March, 1966 | 195, 281, 321, 327 | 19 |
| 14th March, 1966 | Serial 66, including Location 1539 | 215 |
| 29th April, 1966 | 1542 | 1 |
| 10th May, 1966 | 1475 | 12 |
| | Total for year.... | 258 |

- (4) There are no immediate proposals but land in this area will be investigated in the overall State plan of land development to ascertain its suitability for release for agricultural settlement.

DEPUTY CHAIRMEN OF COMMITTEES

Election

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [4.57 p.m.]: I move—

That in accordance with Standing Order No. 31A, the following members be elected to act as Deputy Chairmen of Committees during the present session, viz.: The Hon. A. R. Jones, The Hon. F. R. H. Lavery, and The Hon. F. D. Willmott.

Question put and passed.

COMMITTEES FOR THE SESSION

Election

The following sessional committees were elected on motions by The Hon. A. F. Griffith (Minister for Mines):—

Standing Orders.—The Hon. H. K. Watson, The Hon. J. M. Thomson, and The Hon. E. M. Heenan.

Library.—The Hon. J. G. Hislop, and The Hon. R. F. Hutchison.

House.—The Hon. H. R. Robinson, The Hon. S. T. J. Thompson, The Hon. F. R. H. Lavery, and The Hon. J. Dolan.

Printing.—The Hon. R. H. C. Stubbs, and The Hon. E. C. House.

ADDRESS-IN-REPLY: THIRD DAY

Motion

Debate resumed, from the 2nd August, on the following motion by The Hon. V. J. Perry:—

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

May it please Your Excellency:

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

THE HON. N. McNEILL (Lower West)

[4.59 p.m.]: Firstly I would like to associate myself with the expressions which have been conveyed so well by the honourable Mr. Perry in moving the adoption of the Address-in-Reply to His Excellency's Speech. I would likewise associate myself with the expressions of regret at the passing, of which mention was made in His Excellency's Speech, of certain great Western Australians. I think that some, if not all, of these gentlemen have had some close association with numbers of members in this House, and I include myself in that group. In fact I can make the acknowledgment that one of them was my mentor in active politics in this State.

I took some note of Mr. Perry's remarks in relation to the tourist trade and I believe he was so right in drawing the attention of this House to certain features, and to the value that the tourist industry could have in Western Australia. I know the Government is well aware of the possibilities and potentials that do exist for expansion in the tourist industry, and this is given recognition by the Government in the fact that the portfolio of Tourists is held by the Premier and Treasurer. I can imagine few happier combinations of portfolios which may be enjoyed by any particular department than when the portfolios are held by the person who is Premier and Treasurer. This is evidence of the fact that the Government is well aware of the situation and has taken some very active steps in this direction.

While not wishing to cover the ground already capably covered, I would like to make one or two what I hope will be concise comments on the possibility of tourism. First we should appreciate that we in Western Australia are not necessarily tourist minded. We have not conditioned ourselves to the thought that other people

want to come here to visit us. I fancy we still somewhat marvel at the mass entry of people before and after the Commonwealth Games. I think that even though we were almost inundated, in some respects, with thousands of people, we are inclined now to shrug our shoulders and say that they came only to see the Games. We do not do ourselves full justice in this respect.

Also I think it is only in relatively recent years that Western Australians have been prepared to go anywhere themselves, either outside the State or outside Australia. I imagine there is some truth in the statement that in order to understand tourism and be able to cater for the tourist trade one should first be a tourist.

While people are staying at home less and less—and perhaps this is a pity sociologically—they must be given somewhere to go, and it is my experience that they are not necessarily very demanding. They do not necessarily set a high standard in their requirements, but I think there are two things which are absolutely necessary and vital. They do not, perhaps, want to be supplied with New Zealand flords, or whatever they call them in New Zealand, or Great Barrier Reefs or Swiss Alps. However, they do want to be comfortable and they do want to be made welcome. In other words, people have to be nice to them, and I do not think they presume too much when they expect this.

We in Western Australia have a fairly good name—and in fact may perhaps be a little in front of certain other States and places in this regard, although I do not wish to convey any degree of smugness when I say that. However, I am sure there are hundreds of people who come to Western Australia to try the surf, to see the wildflowers, or to hold a convention, and at the same time enjoy themselves while they are here. I would be very interested to know what their lasting impressions are. I would like to think that when they recount their experiences they say the wildflowers are lovely, or the surf is good in Western Australia, and that Western Australia is a great State, but the people are really marvellous.

This is the thing which could provide the greatest attraction and this could well be perhaps our greatest asset. Therefore I hope, when the tourist trade is being encouraged, steps will be taken to ensure that this image does not become blurred or ragged at the edges.

Talking of marvellous people, my thoughts tend to travel automatically to the north. I am going to bear out the forecast of Mr. Willesee who said that as a result of the trip north there may be some stimulation to the debate during the Address-in-Reply. I should perhaps make some apology to the members representing those electorates but I will speak of the north with some affection. While talking on tourism I want to stress—and this is a message I know many people have been trying for a great number of years to get

across—the unique opportunity and attraction there is in this country for the tourist trade. It is a country steeped in legend and folk lore and perhaps it is even more fascinating in its own historical drama.

When we think of what we read of other parts of the world, surely this country has something to offer which is equal to or better than anything available anywhere else in the world. This is the country of Aeneas Gunn and the *Overlanders* and the explorations of Alexander Forrest and others, and it is not just a trust held by the north. This is an inheritance that all of us in Western Australia hold, and we hold it in trust just as much as we hold any other part of Western Australia in trust for posterity. I believe that not only should we protect it, but we should also take more active steps in order that it may become more widely known, particularly by our own people and our younger generations. This is an important part of the overall development of Western Australia and I believe there is a great lesson to be learned from its history which would be of benefit to our younger generations to come.

The use of the term "the north" tends to irritate me sometimes and always conveys the impression that it is another part of the world—the place which has to prove itself to gain recognition. I have never accepted this, but I am sure most, if not all of us, would agree that if the north has to wait to gain its rightful recognition and to prove itself, then prove itself it will. I do not think there is any doubt that it will prove itself in a most striking fashion.

It is only a little more than 20 years since I first saw the Kimberleys, the Northern Territory, and Queensland, and when I think of the tens of thousands of cattle which have fed Australians and provided export income for generations of Australians, I become a little disturbed when I read, as I have read in 1966 in what I believe to be a fairly reputable publication, that an estimated 25,000 head of breeding cattle are lost annually in the East Kimberleys alone as a result of seasonal conditions.

The Hon. F. J. S. Wise: And that's conservative.

The Hon. N. McNEILL: In view of the interjection I must stress that I cannot vouch for these figures, but there must be more than an element of truth in them. As I have said, 25,000 head of breeding cattle are lost annually and this is an extremely disturbing situation in a country which prides itself on its agricultural achievement and development. I have some knowledge of what has been done in relation to flood and drought mitigation and the like in other parts.

Would this situation be tolerated elsewhere? I do not believe it is sufficient just to shrug it off and blame the hungry station owners, absentee owners, overseas

companies, and the like. This is so frequently the line adopted. Are there no other places in Australia with absentee owners? Not every farmer and grazier throughout Australia practises perfect stock husbandry. I have to admit that I do not myself, and yet I am not denied the access to and the availability of water, irrigation, and veterinary and agricultural assistance. These are still available to me. I am no less guilty of having failed in my responsibility concerning stock husbandry than are a great many in the country of which I talk.

Having made reference to the losses in this one area in the East Kimberleys I want to draw the attention of the House to some of the work being undertaken at the Kimberley Research Station. You, Sir, will be aware of it from your own studies and visits on other occasions. I know work has been done for some time on protein feeding, using by-products of the irrigation area, and there is a good deal of work done in stock husbandry in the introduction, improvement, and development of pastures suitable to the area concerned.

However, the basic research is on survival of cattle. In other words, after nearly 100 years—I suppose it is 80 years anyway—of the cattle industry in the Kimberleys we are at this stage, in 1966, undergoing basic research on the survival of cattle and yet we have a history of something like 25,000 head, more or less, of breeding cattle being lost as the result of seasonal conditions.

From my observations in Queensland I found I could not always enthuse over the methods of development, and other features of the industry in Queensland because they were not always equal to our own in Western Australia, despite the fact that their cattle industry is very much greater than our own. They have something like over 7,000,000 beef head compared with our 1,200,000 or 1,300,000 head.

The C.S.I.R.O. has established tropical pasture stations and has been breeding legumes which are an important consideration because of the sheer necessity for the production of adequate protein for stock feeding. It has been successful in producing "centro" and "siratro" legumes and Townsville lucerne, plants which can revolutionise the cattle industry of Queensland. Trials have been undertaken also in various forms throughout the industry for its benefit so that today in Queensland, over very large areas of country, they can talk in terms of a beast to four acres or, more generally, one to seven acres. Those people with some knowledge of this type of industry will realise that that is a considerable achievement.

I ask Mr. Wise and Mr. Strickland who, I am sure, have a far greater knowledge than I have of these areas, when in this country are we likely to be able to talk in such terms of our stock carrying capacity?

I am very fond of Queensland. I believe it is a great State and it does share with us some very great disadvantages. However it does have some advantages in addition to the scientific achievements I have mentioned. One of these is that in its coastal strip at least it has a tropical rain forest climate.

In addition—and I intend to make mention of only one—there is the Fitzroy basin area which has a good climate and, in the main, fertile soils of brigalow country—millions of acres of it. Had we in Western Australia the good fortune to possess such soil, and with such a good climate everywhere in Western Australia, we would not have needed Commonwealth assistance to the extent of some £25,000,000 in order to get the country developed. I consider we would have been able to do it ourselves, and would have been prepared to embark upon it in our own right.

I believe comparisons can be odious and I referred to Queensland simply to give what I hoped would be a suitable illustration to support my plea, not only to Governments but to the people generally, to give full and appropriate recognition to our greatest industries, or some of them, and particularly to those sections of industries which most need this recognition.

I do not ask for "crash" programmes, and these seem to be the order of the day in so many spheres. I do not ask for that because all too frequently they bring in their wake crash results which are of no benefit to the economy or the people who are involved. I support the Ord River scheme—I give it my wholehearted support—but I do not beat the drum for money for the Ord River scheme this year, necessarily, although I admit we can only do with irrigation what parts of Queensland can do without it, although possibly we can do it better.

I do not want to argue things simply on the basis of what other States have and what they can do. Agriculturally Australia has made enormous progress and it has certainly achieved a very great deal in its relatively short history. However, Australia's agricultural zenith has not yet been reached—we are a long way from it. In fact, I would think that, with all our accumulated knowledge, we have reached the stage of realising just how little we really know. I wonder if there is anyone who could adequately forecast what Australia's ultimate can be in terms of its agricultural achievement and production.

I believe this is quite impossible at this stage; one could only guess. However, with so far to go I believe there is a real need for dynamic leadership in agriculture in Australia, to a degree that has probably never before been known—a leadership which I say, rather sadly, is not in evidence today. The stimulus—the drive to put Australia, agriculturally, in what I believe is its rightful place in the world—is not, in

my view, obtained by a leadership which seems to be far more concerned with political considerations than with a national situation.

When I talk of Australia's rightful place, agriculturally, in the world, I do not talk only in terms of its production; I am thinking also in terms of its ability to cope with problems, whether they be financial or technological, or management or scientific—I mean the resourcefulness to adapt, adjust, and build a strong and independent industry without the necessity for Government intervention. It should be able to adapt itself to changing or prevailing economic conditions and, in particular, it should be able to adjust itself and build what should be a strong, and certainly an independent industry without Government assistance.

We speak with some pride of our potential in Western Australia—we are a great State which is going places. Words such as these were contained in the Governor's Speech—they have been for some years now. There was a reference to 1,000,000 acres of land being brought into production last year, and the same figures have been used for other years. However, I sometimes wonder whether our ancillary services are really geared to such a vast amount of land alienation.

The Hon. L. A. Logan: I am inclined to agree with you.

The Hon. N. McNEILL: Certainly our livestock industries are not geared to it. I think I read in the daily Press, only a matter of a week ago, a statement from a most authoritative source that Western Australia required 7,000,000 more sheep. Judging from the agendas and resolutions of recent political gatherings we have matters such as farm home building, rural credit, fertiliser subsidies, and so on, which must be attended to, and from this it would appear that our finance is not geared to such an expansion, either.

I turn now to something which is perhaps more a governmental concern: What of the departmental advisory and extension services? While in my view they lack very little in quality I wonder whether these services and facilities have increased, in numbers and perhaps more importantly in sophistication, at the same rate as is necessary for them to be able to cope with our expansion in land development. Have these services increased at a rate which would compare with the increase in land alienation, and with the complexities of development? I suggest they are falling very far short of it.

However, I wish to make it quite clear that I do not disagree with the policy of the alienation of land. While there is a demand for this land, under certain considerations and qualifications, I say, "Yes; this land should be made available and should be taken up and put to some use."

The Hon. A. F. Griffith: Not only is there a great demand for it but there is also a great pressure for it.

The Hon. N. McNEILL: I would say, from the Minister's interjection, that he has probably misunderstood what I said. I stress the point that I do not disagree with the policy of making this land available, and I expect there is great pressure brought to bear to see that it is made available. However, what I do say is that when the land is made available progressively greater stress should be laid in other directions on the provision of the services which will be required in order to see that the land is served properly. That is all I ask.

I believe that the Australian farmers, and also the pastoralists—I include them, because I included them previously when I was talking of the pastoral industry—are fairly resourceful people, and probably they are fairly independent—I like to think that they are independent. When we talk of these people we refer to them with some sort of pride; they are not the ones who want hand-outs or subsidies and in my view, in the Australian context, anyway, subsidies are only panaceas or substitutes for the real thing, the real thing being a strong industry, firmly based, and able to adjust itself to prevailing or changing economic conditions.

Not only are these things substitutes, but, all too frequently, they are on the one hand an admission of failure to be able to cope; and, on the other hand, an admission by those in control of an inability to meet the demands of a current situation.

I close on the plea for some enlightened leadership in agriculture and the agricultural world in Australia. I ask the Government to give the matter some real and objective thought in order that this leadership, which will put Australia in its rightful place in this sphere, may be given and this objective achieved. I support the motion.

THE HON. J. DOLAN (South-East Metropolitan) [5.26 p.m.]: I support the motion which was so admirably moved by The Hon. Mr. Perry. Strangely enough, this is my fourth session in Parliament and from the places I have occupied in this Chamber I have been accustomed to see a well-known figure sitting in the seat alongside that which I now occupy. He has now moved to the seat which I occupied when I first entered this Chamber—I refer to The Hon. Mr. Wise—and I cannot let this occasion pass without making some reference to the wonderful experience it has been for me—and I know this applies to all members of the House—to listen to what he has had to say whenever he has addressed us.

Mr. McNeill's theme this afternoon reminded me of our recent trip to the north. When we were at the Ord we saw some of the work for which Mr. Wise has been responsible—he was the instigator of the establishment of the Kimberley Research Station. We also witnessed a great deal of evidence of his work while we were at Carnarvon. While sitting in the seat next

to the one I now occupy, and as Leader of the Opposition in this Chamber, and also as a Minister in this Chamber, he made many notable contributions to the debates in this House. I hope, now that he has voluntarily relinquished the position of Leader of the Opposition, he will not deny us the opportunity of listening to the high standard of contributions he always makes to our debates. I certainly hope his health is such that he will long be privileged to give us the benefit of his wisdom.

I wish to take advantage of this opportunity to pay a tribute to one section of the Education Department which I feel is working in such an unobtrusive way that most people in the community are unaware of the great work which its officers are performing—I refer to the guidance and special branch of the Education Department. The officers of that section do excellent work and in this regard I wish to commend all Governments for the assistance they have given to this particular section. I do not think any government at any time has been unmindful of the great responsibility that these officers carry. They are responsible for guiding and helping the mentally and physically incapacitated in our community.

The people in this category represent a large number of the community, both here and in other countries of the world—about three per cent. of the population. I do not want to dwell too long on this matter but we must never be unmindful of the fact that these people are the underprivileged and handicapped in our community, and those who are helping to improve their standing in life so that they are not an economic liability but an economic asset to the community should be commended.

Of all the people in the world I suppose no one is more dedicated than a good teacher, and among all the teachers I know no one is more dedicated than one whose life is occupied in caring for the handicapped. So I wish to take the opportunity of paying what I consider is a well deserved tribute to that particular section of the Education Department.

Also, while speaking of education, in recent months, on a couple of occasions, I visited the Spastic Centre in Mt. Lawley and I think it would do all members good if they paid an occasional visit to places such as these so that they could see the work that is being done there. I would pay a tribute to this Government and to previous Governments for the wonderful support they have given these institutions. But I often wonder whether we could ever give these people too much support. We can be generous, but I think we can never be over-generous.

At all times we should be prepared to stretch a little further to give them a little more help if we can. I say that without implying any criticism of anybody. Not only do these people have to rely on Government help—and that help covers vari-

ous forms, including the supply of teachers, and the supply of assistants to help in the work of caring for these children—but they must also rely on subsidies on a pound for pound basis, or on the basis of 10s. for one pound, on the moneys raised from voluntary contributions made by people to this welfare association.

Members are aware, of course, that one of the main forms of income of this organisation comes from the Miss Australia quest. That money, naturally, is a big help in keeping the institution solvent. I do feel, however, that in this respect the Commonwealth Government has not played the part it should have done. Only a few short months ago that Government gave a reply which must have been disheartening to say the least to the people who were doing such wonderful work. The Commonwealth Government said in future it would not make any direct grants to the Spastic Children's Association of Australia.

I do not know whether the Commonwealth Government sought to cloak its actions or to hide behind the Constitution in that respect. I did, however, examine the opinion of Professor Geoffrey Sawer, who is Professor of Law at the National University, and I quote his remarks when dealing with this particular subject, as follows:—

It is well known that under section 96 of the Constitution the Commonwealth has power to make grants for any purposes whatsoever; the grants do not have to relate to matters otherwise within Commonwealth power, so that, for example, the grants to State universities for their capital and running costs are made as conditional grants to the State Governments. Any doubts as to the extent of this power were set at rest by the High Courts' decision in the Second Uniform Tax Case in 1957: the Commonwealth can impose whatever conditions it pleases and hence need never be afraid that the money will be applied for purposes it disapproves or administered contrary to its policy.

He concludes—

There are, therefore, no obstacles of constitutional principle nor of constitutional law to the Commonwealth stepping directly into this field. An enquiry should be held to determine the extent of the need and the best way of meeting it.

I would suggest that at Premiers' conferences, and perhaps at conferences of State Health Ministers this subject might be raised, and the Commonwealth be asked if it is prepared to subsidise this association in the same way that State Governments do, either on a pound for pound basis, or even on a basis of 10s. for one pound, on the money which is raised voluntarily by the various organisations. If the Commonwealth Government were to do that I feel it would solve many of the financial problems which beset these institutions.

Recently our Minister for Health attended a conference in the Eastern States in connection with smoking. I would like to say a few words about this subject.

The Hon. G. C. MacKinnon: We dealt with a variety of things of which smoking was one.

The Hon. J. DOLAN: That is so. In the past few weeks I have been speaking to some of the principals of the high schools in the metropolitan area, and almost invariably one of the subjects that has been raised by them—and it has been raised from a disciplinary point of view, and as a problem associated with the school—is the question of smoking among their pupils. To give one example: There was a little girl in the first year whose fingers were so stained with nicotine that her mistress had a heart-to-heart talk with her about the matter. Having done so she received the uncomfortable information that the lass smoked 20 cigarettes a day. Not being a smoker, I cannot say whether that is a great number or not, but it seems to me a lot for a child of 12 to be smoking. This would involve a weekly expenditure of £1 or 30s., and this is the angle that concerns the educators.

The money to pay for those cigarettes must come from somewhere. One cannot believe that it comes from the parents, or that they have any knowledge of this expenditure. As I have said, it must come from somewhere, and this, of course, raises a further implication associated with this problem. This would not be an isolated case; it is probably found in every high school in Western Australia.

The Hon. A. F. Griffith: I would say that so far as the children are concerned the parents should play a greater part in their control.

The Hon. J. DOLAN: That is so. Inquiries reveal that the influence starts at home where children have the example before them, and they grow up to feel that when they are old enough that is the time for them to start smoking.

The Hon. L. A. Logan: The buckle at the end of a belt would help!

The Hon. J. DOLAN: I would not advocate that form of persuasion. The only way to go about it is to control the people who advocate and promote smoking. It is of no use appealing to them from the health angle, and pointing out that cigarette smoking results in lung cancer. They are aware of that fact, and it makes no difference to their approach to the matter. I have no argument with those people who desire to smoke, because I feel it is their concern. We should, however, try to prevent smoking among young children, whether it be for health or for other reasons.

The Hon. A. F. Griffith: When you were talking to the teachers did you talk to them about the long-haired males who go to school?

The Hon. J. DOLAN: Yes, I did, and I will mention that later on, because I have discussed that aspect with a number of people. I feel there is an obligation on teachers to set an example to the children in the schools. Quite often we see teachers smoking openly in front of children, thus setting an example which the children might some day follow.

There is generally a staff room provided at schools in which the teachers may smoke if they wish to do so. If teachers were asked to desist from smoking in the corridors, or anywhere else in front of the children, I am sure it would have the desired effect, and prove very beneficial to the children. It would certainly be a good thing.

We know that there are plenty of smokers among members of Parliament, but there are certain places here where members are banned from smoking. I feel that school rooms and corridors should be places in which the teachers should not be permitted to smoke. I have no doubt that if that were done it would play a large part in getting rid of this evil.

There are many problems involved, and I have read several of them. Experts who examined the question, and the reasons why children smoke, when they start smoking, and whether it is the boys or the girls who are more susceptible, have given their findings, and they do not make very happy reading. In our attempt to try to improve the position we have arrayed against us all the forces of propaganda and publicity, whether it happens to be the radio, the newspapers, or the television, where every means in the power of cigarette manufacturers is continually used to place before the people the soothing effects, among other advantages, of cigarette smoking.

Somewhat or other we must counteract this campaign. We should take to task a number of these advertisers for what I consider the very doubtful proposition they are putting forward. There is no doubt that at least some of their statements are untrue. For example, they use sporting personalities in their advertisements to indicate that these personalities have a great love for smoking. If we are to move against this form of advertising then we must be certain that the children are not given the impression that their sporting idols do not see anything wrong with smoking.

One of the latest cigarettes on the market carries with it continuous television advertising, and I have, indeed, seen a full-page advertisement in *The West Australian* in regard to it. In their TV advertising the manufacturers are using a very well known military organisation in England—the Grenadier Guards. Not only do they use the Grenadier Guards to advertise their cigarettes, but they also use the tune "The British Grenadiers", for the purpose. I would say that that is getting very close to the borderline.

The Hon. R. F. Hutchison: Would you not say that the Government should act?

The Hon. J. DOLAN: The authorities and the experts have tried to find an answer, and the British Ministry of Health has eventually arrived at the conclusion that only by ridiculing smoking can they cope with the problem. In Canada, an ambitious propaganda campaign has been carried out for years without it making any headway at all. The British Ministry of Health, however, has found another approach to the subject. Its idea is to say that smoking is ridiculous; that it is square, old fashioned, and foolish; that it stains the fingers; that it is anti-sex appealing—and I use this term in the attraction of one sex for another.

It amazes me when I travel along Stirling Highway to find that every crosswalk is beautifully lighted, because this makes one aware that there is a crosswalk looming up. This facility has been provided for a long time, and it must therefore be successful or the authorities would have discontinued the practice. I do not see why we cannot extend this facility to the other highways. Those I have in mind are Canning Highway, where the night traffic is equally as dense as that on Stirling Highway. I suggest that all the crosswalks along Canning Highway should be brightly illuminated, as they should be along Albany Highway and the Great Eastern Highway. People would then know that they were approaching a crosswalk, and this could quite easily have the effect of saving lives. I will support anything in this House if I feel it will help save even one life.

I would now like to make some passing reference to the question of equal pay for equal work. In the department to which I belonged before I entered this House that principle, of course, did not apply; but it does apply in the Education Department in New South Wales. I think their example could well be followed here. There was an important break-through a few years ago when a woman was appointed as principal of a big primary school. This was most unusual, because it was generally felt that a woman's place was perhaps at the head of an infants' school, or a kindergarten; but in the case of primary schools they were generally not considered suitable. I think there are now over 40 principals of primary schools in New South Wales who are women, and they have proved themselves to be most efficient. Apart from this I think the men are quite happy to be working with a woman as the boss.

The Hon. G. C. MacKinnon: Is it not fairly normal? We all get adjusted to that!

The Hon. J. DOLAN: I think it is a matter of the angle from which one looks at it. The Minister is probably looking at it from the domestic angle, while I am viewing it from the public angle.

Last year, towards the end of the session, we passed a Bill in relation to the artificial insemination of stock and I can remember myself quoting the case of Mr. Kelman of

Esperance and the fact that for the first time he was using this method with his flock. Recently I cut out from the paper a small article which stated that the lamb losses from Mr. Kelman's flock were estimated at only 5 per cent. and he felt his method of breeding was to be commended.

I also notice that for 1965 the Department of Agriculture gave figures which showed that last year 14 per cent. more dairy cows were artificially inseminated. However, I and other speakers warned that care would have to be taken with the handling of the semen; and shortly after the House rose last year we had the example of a stock breeder in Queensland who illegally smuggled semen into Australia. This meant that flocks could have contracted the Blue Tongue disease.

When I look back I often feel that in discussing Bills of this nature we should be extra careful to make provision for the necessary safeguards for our industries.

I always like to say a few words about the terrific toll on our roads. This afternoon I shall content myself by reading to members a few lines of a poem called "A Prayer for Motorists" written by a very well-known broadcasting character in the Eastern States by the name of Russ Tyson. I happened to be reading a little book from the library entitled *The Musings of a Philosopher* and I feel that what Russ Tyson had to say is well worth recording; because if we are always mindful of the sentiments he expressed it will improve us as drivers and perhaps save us some day from being the cause of an accident or death. The poem is as follows:—

Grant me a steady hand, a watchful eye,
That none may suffer hurt when I pass by.
Thou givest life—I pray no act of mine
May take away nor mar that gift of thine.
Shield those, dear Lord, who bear me company
From foolish folk, and all calamity.
Teach me to use my car for others' need,
Nor miss, through lack of wit or love of speed,
The beauties of thy world—that thus I may

With joy and courtesy, go on my way.
If we and all other motorists take to heart the sentiments expressed in that poem, it may do something to allay the terrific toll on our roads.

The other thought I had on this subject occurred on our trip north when I was terrifically impressed with the precautions associated with air travel. The plane is carefully tested before there is any thought of its leaving the ground. I wonder whether we all test our cars properly; whether we see the windcreens, front and back, are properly cleaned; whether we see the rear

vision mirror is adjusted properly. Before driving off, I wonder if we test our brakes in case they might fail at a crucial moment. I also noticed that the pilots are subject to a special provision. They are not permitted to take an intoxicating drink so many hours before taking charge of a plane. I wonder if we could get everybody who is in charge of a car to abstain for just half the time that applies to a pilot in this regard. If we did that I feel that in a matter of weeks our roads would be free of much of the toll that is being taken today.

I might say that our north was the only part of Australia I had not seen. I had seen every other part, including the Northern Territory, north Queensland, and south Tasmania. I came back with the impression that we have a wonderful heritage in the north; a heritage handed to us by the people who pioneered it. I honour those pioneers. We have to help the citizens who are there today, but we also have a greater duty; we must plan for the citizens of tomorrow; and when we depart we must leave our State a better place than it is today. When we plan for the north, we must always plan not only for the present, but also with an eye to the future. If we do that, perhaps in another 50 years—I hope it will be in 50 years—the people who live in the north will at least call us wise and blessed.

I would like to pay a tribute to the public servants. Year by year I find that as my work with them continues they seem to become more and more efficient, helpful, and courteous, and I could not sit down without expressing that tribute to them. Finally, I am pleased to see that the Leader of the House has returned from his trip overseas, I am sure, a much wiser and better informed man; and, as the session progresses, no doubt he will speak of matters arising out of his experience and we will have an opportunity to debate them with him.

I am pleased to see that you, Sir, and all other members of the House are enjoying good health. There are a couple I know who have been poorly, but they are now enjoying better health which I hope will continue so that they can do their work efficiently.

Debate adjourned, on motion by The Hon. H. C. Strickland.

SUPPLY BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. A. F. Griffith (Minister for Mines), read a first time.

House adjourned at 5.53 p.m.

Legislative Assembly

Wednesday, the 3rd August, 1966

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