House, because I could not—has not given sufficient study to all the provisions in the Bills.

Even at present, with this latest amendment, an anomaly still exists in the Act and will have to be amended by another Bill. However, as the anomaly is not of great consequence to the workers generally, I will let the Minister and his department find out what it is. I support the Bill.

Debate adjourned, on motion by The Hon. H. R. Robinson.

House adjourned at 4.44 p.m.

Legislative Assembly

Thursday, the 7th October, 1965

CONTENTS

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

QUESTIONS (18): ON NOTICE

ASTHMA TREATMENT AT KALGOORLIE

Investigations on Climatic Conditions and Establishment of Sanatorium

1. Mr. EVANS asked the Minister representing the Minister for Health:

   Would he make overtures to the Asthma Foundation and offer the assistance of his department, if necessary, for the purpose of having research conducted as to climatic conditions on the goldfields having in mind possible benefits offered by a dry climate to the treatment of asthmatic patients and the possibility of an asthma sanatorium being built in Kalgoorlie?

   Mr. ROSS HUTCHINSON replied:

   The honourable member's suggestion will be referred to the Asthma Foundation for its advice.

GOVERNOR STIRLING HIGH SCHOOL

Use to Full Capacity

2. Mr. BRADY asked the Minister for Education:

(1) Is Governor Stirling Senior High School occupied to its total capacity at present?

(2) Is the Woodbridge annexe occupied to its total capacity at present?

Overcrowding: Easement by Provision of High School at Swan View

(3) Is it proposed to build a further high school at Morrison Road, Swan View, to ease the overcrowding at Governor Stirling?

(4) When will the building of the new high school be commenced?

Mr. LEWIS replied:

(1) Yes.

(2) Yes.

(3) Yes, in due course. However, a new Commonwealth science block at Governor Stirling and the new high school at Eden Hill will provide relief in 1966.

(4) Not yet known.

TECHNICAL EDUCATION

Perth Technical College: Students from Eastern Suburbs

3. Mr. BRADY asked the Minister for Education:

(1) What is the approximate number of students attending Perth Technical College from eastern suburbs?

Midland Technical College: Students, and Inclusion of Additional Subjects

(2) What is the number of students at Midland Technical College?

(3) Is planning for additional subjects to be taken at Midland under consideration?

(4) What subjects, if any, will be added for the year 1966?

Mr. LEWIS replied:

(1) Information not available.

(2) 1,375 students.

(3) Subjects offered at the Midland Technical School are reviewed annually.

(4) Subjects to be added will depend upon the student demand in 1966. Therefore it is premature to make an assessment at this stage of the year.

YOUTH COUNCIL

Financial Assistance from Government

4. Mr. BRADY asked the Minister for Education:

(1) Has the Government made a decision in regard to the amount to be placed at the disposal of the new Youth Council for work among youth organisations?

(2) What amount has been made available for the committee's activities and what amount was requested?

Activities: Government Policy

(3) Has the Government laid down the work or activities the committee will be expected to encourage?

Mr. LEWIS replied:

(1) to (3) The matter is still under consideration and when a decision has been reached I will make an announcement.

PASTORAL LEASES IN THE NORTH

Compliance with Act

5. Mr. RHATIGAN asked the Minister Lands:

From the schedule of information tabled on the 9th September, 1965, the following pastoral leases, namely:

Panter Downs, Theda, Doongan, Kimbolton, Mowla Bluff, Coolibah, Drysdale River, Tricatoo, and Country Downs Stations,

are recorded as having no cattle or sheep.

(1) If this is correct, are the leaseholders complying with the requirements of the Land Act? If the answer is "No," what action has his department taken to ensure that the lease conditions are complied with?

Dates of Leases

(2) On what date was each of these leases granted?

Stock Numbers

(3) On stations listed as carrying cattle or sheep, what was the number of stock on each property each year for the past 10 years?

Schedule Tabled by Minister: Further Details

(4) In the schedule tabled and listed, in column 3 is the name of the lessee where such lessee is shown as a company and in column 5 the names of the absentee owners are given. Is it correct to assume that where column 5 states "shareholder" there would be no shareholders in the company named in column 3?

Mr. NALDER (for Mr. Bovell) replied:

(1) No. Reports on three of these stations have been submitted and appropriate action is being taken.

Compliance with stocking and improvement conditions is the subject of current departmental action.

(2) Panter Downs—17th March, 1959.
Theda—4th February, 1959.
Doongan—4th February, 1959.
Kimbolton—26th February, 1959.
Mowla Bluff—28th May, 1959.
Coolibah—31st October, 1961.
Drysdale River—14th June, 1961.
Tricatoo—31st October, 1961.
Country Downs—22nd May, 1963.

(3) Complete records are not available. Under the amending legislation, (No. 60 of 1963) relating to pastoral leases, provision is made for annual stocking returns to be furnished to the Lands Department.

(4) No. In cases where the lessee is a company, the major shareholder has been listed in column 5. Where he resides on the property, this fact is stated in column 4.

In most instances non-shareholding managers reside on stations with absentee company ownership.

6. *This question was postponed.*

SAFETY WINDSCREENS IN CARS

Compulsory Fitting

7. Mr. HALL asked the Minister for Police:

As the Government is to introduce measures for the fitting of seat belt anchorages in motorcars, would consideration be given to bringing down legislation making it compulsory for vehicle manufacturers to fit safety windscreens, with safety circle, as fitted to certain cars at present?

Mr. CRAIG replied:

All vehicles are now required to use safety glass wherever glass is used in any window. The two main makes of vehicles sold in this State are fitting windscreens incorporating safety zones in all current models.

It is not intended, at present, to regulate for compulsion on this matter.

OMBUDSMAN: APPOINTMENT

Junior Chamber of Commerce Request: Amplification of Premier's Reply

8. Mr. TONKIN asked the Premier:

(1) Relative to the published reasons which he gave to a deputation from the Junior Chamber of Commerce for refusing the request for the appointment of an ombudsman, what specific information on the subject does the Government require to convince it that "such an appointment would be right"?

(2) On what criteria did he form his opinion that the idea had not really caught on?

Mr. BRAND replied :

(1) and (2) The Government has rejected proposals to appoint an ombudsman on a number of occasions in Parliament, as well as opposing the idea during the election campaign.

Whilst the report of the discussion with the Junior Chamber of Commerce quotes me as using the word "right", my intention was to say that the Government was not convinced that such a move was necessary—and I do not mean to imply that I was misquoted.

The reference to the idea not catching on was in regard to the fact that a long period had elapsed since the first appointment of an ombudsman, and as yet very few Governments have followed suit.

RAILWAY PASSENGER SERVICES

Return Tickets: Discontinuance

9. Mr. TOMS asked the Minister for Railways:

(1) Is it proposed that as from January, 1966, ordinary return tickets, as now issued to patrons of the railways, will be discontinued and single tickets only issued in place thereof?

(2) If so, what is the reason?

(3) Would he not regard this procedure to be time-wasting if adopted?

Mr. COURT replied:

(1) The issue of ordinary return tickets for travel within the suburban area was discontinued from the 1st October, 1965.

Return tickets are still available on special occasions such as the Royal Show, football matches, speedway, etc.

(2) Factors influencing this decision were the difficulty and cost of policing unauthorised use of return portions and the proposed introduction of mechanised ticket issuing machines which are not altogether suited to issue of return tickets.

Also the proposed co-ordination of rail and M.T.T. services render this desirable.

(3) The facilities provided for sale of tickets ensure that a minimum time only is required for purchase of tickets.

CHARITABLE APPEALS

Collections at Polling Centres: Discussion between Ministers

10. Mr. GRAHAM asked the Minister representing the Minister for Justice:

Adverting to the replies given to question 17 on the 7th September last—

(1) Has the Minister for Justice yet had discussions with the Minister administering the Street Collections (Regulation) Act regarding the soliciting of donations for certain funds at entrances to polling places?

(2) If so, what is the outcome?

(3) If not, when are the talks likely to take place?

Mr. COURT replied:

(1) to (3) The Minister for Justice and the Chief Secretary have discussed this matter. Further consideration will be given to the matter at the appropriate time.

11. to 13. *These questions were postponed.*

STATE ELECTIONS, 1965

Postal Votes: Inability to Record

14. Mr. JAMIESON asked the Minister representing the Minister for Justice:

(1) Why were so many suburban applicants for postal votes at the general election in February unable to record a vote despite the applications being in the hands of the Electoral Department within the required time?

(2) Why were a considerable number of these voting papers posted on Saturday morning, the 20th February, 1965, despite the obvious fact that some could not be delivered in time for the respective electors to record a vote?

(3) Will action be taken to prevent a recurrence of this procedure at any future elections?

Mr. COURT replied:

(1) The Chief Electoral Officer advises that approximately one hundred envelopes containing postal voting papers of a group for various electoral districts addressed to persons at places throughout and outside the State were, unfortunately, not posted until early on the morning of Saturday, the 20th February, 1965.

(2) The Electoral Act required them to be posted.

(3) Yes.

INCOME TAX CONCESSIONS TO THE NORTH

Extension to Remote Areas: Representations to Federal Government

15. Mr. BURT asked the Premier:

(1) Has the Government made a request to the Federal Government to extend income deductions and other concessions, now granted to residents in Zone A under Federal legislation, to residents of other remote areas?

(2) If so, what was the nature of the reply?

(3) If not, and in view of the State Government's action this year of granting certain concessions to those living in remote areas south of the 26th parallel, will he give urgent consideration to presenting a case to the Federal Government for similar recognition of the hardships and lack of amenities suffered by these residents?

Mr. BRAND replied:

(1) No.

(2) Answered by (1).

(3) Yes.

TRAFFIC OFFENCES IN ALBANY

Number and Fines

16. Mr. HALL asked the Minister representing the Minister for Justice:

(1) What percentage of all charges heard in the Albany courts for the years 1963, 1964, and 1965 were for traffic offences?

(2) What amount was received by way of fines for the respective years 1963, 1964, and 1965 relevant to traffic offences heard at Albany?

Mr. COURT replied:

(1) and (2)—

Albany Court

Percentage of Traffic Charges to All Charges:

Police Court	%
1963	64.4
1964	72.3
1965—to 30th September	70

Children's Court	
1963	36.1
1964	53.75
1965—to 30th September	36.3

FINES

	Total Imposed	Local Authorities	Police Prosecutions
	£	£	£
1963	5,398	3,734	1,664
1964	6,112	4,623	1,489
1965 to 30/9/65	6,234	5,396	838
Children's Court			
	£	£	£
1963	203	177	26
1964	528	416	112
1965 to 30/9/65	257	207	50

17. *This question was postponed.*

T.A.B.: CREDIT BETTING

Accounts: Establishment

18. Mr. TONKIN asked the Premier:

(1) Does he recall having informed the Leader of the Opposition in writing on the 18th March, 1964, in reply to the latter's suggestion that credit betting by the T.A.B. was occurring in breach of the law, that he had been "given to understand that all clients of T.A.B. agents have established proper accounts and that the procedures laid down in regulations 21, 22 and 23 are being properly carried out"?

(2) Does he recall repeating that statement to the Leader of the Opposition in writing on the 24th April, 1964?

(3) Does he also recall having informed the Leader of the Opposition in writing on the 19th June, 1964, in reply to the latter's statement that, "It is known all clients of T.A.B. agents have not established proper accounts as required by the Act and the regulations" that "The Chairman of the Totalisator Agency Board has again reported in writing that to the best of his knowledge and belief all of the board's telephone clients have established credit accounts in accordance with the regulations as amended with effect as from the 7th October, 1963, and that the procedures laid down in regulations 21, 22 and 23 are being properly carried out"?

(4) Is he aware that in papers available for scrutiny at the Supreme Court it has been admitted on behalf of the Totalisator Agency Board that a client of a T.A.B. agent (a plaintiff in an action against that agent and the board), at no time established a credit account with the board of the kind provided for in section 33 (b) of the Totalisator Agency Board Betting Act?

(5) As this admission renders worthless the assurance given to the Leader of the Opposition, will he give the grounds upon which he "was given to understand that all clients of T.A.B. agents have established proper accounts"?

Mr. BRAND replied:

(1) Yes.

(2) Yes.

(3) Yes.

(4) Yes, but the information referred to in the question was not known to the board until 1965 and was therefore not known on the dates mentioned in the previous questions. This apart from any question as to whether or not in the particular case it was necessary for a credit account to be established.

(5) As stated in the letter of the 19th June, 1964, the information then given was to the best of the knowledge and belief of the chairman of the board.

CITY OF PERTH PARKING FACILITIES ACT AMENDMENT BILL

Introduction and First Reading

Bill introduced, on motion by Mr. Graham, and read a first time.

FACTORIES AND SHOPS ACT AMENDMENT BILL

Third Reading

Bill read a third time, on motion by Mr. O'Neil (Minister for Labour), and transmitted to the Council.

STATE HOUSING DEATH BENEFIT SCHEME BILL

Second Reading

MR. O'NEIL (East Melville—Minister for Housing) [2.31 p.m.]: I move—

That the Bill be now read a second time.

The Bill is designed to enact legislation to fulfil the undertaking given by the Government to provide for a scheme to assist the families of purchasers of State Housing Commission homes when the breadwinner dies. The Act is to be known as the State Housing Commission Death Benefit Scheme Act.

Benefit will be by way of a reduction of the outstanding liability at the date of the breadwinner's death, and the amount of the reduction will have regard to the age of the deceased breadwinner, and the number of children in the family under the age of 16 years.

The needs of the surviving family are regarded to be greatest when the family is young, and the scale of deductions is, therefore, arranged to give the greatest benefit at the time of greatest need.

Members will realise that in some cases the person or persons in whose name the property is being purchased may not necessarily be the breadwinner, and the scheme is designed to cater for such contingencies.

For example, where the purchase is in the joint names of husband and wife, the breadwinner would, in the majority of cases, be the husband. The death of the wife in such cases would not attract the benefit.

However, where the husband—due to invalidity or some other cause—is not the breadwinner, the benefit will accrue on the death of the person upon whom the family is dependent, whether it be the wife or one of the children of the purchaser.

The benefit will not be restricted to the natural children of the deceased purchaser, but will be credited in respect of children under 16 years of age dependent upon the purchaser for support.

The benefits will be applicable whether the purchase is being made under the State Housing Act, 1946-1964, Parts V and VI, or under the conditions of the Commonwealth and State Housing Agreement Acts of 1945, 1956, or 1961.

The scheme will be financed from surpluses of the Housing Commission itself, and is virtually a return of a proportion of these surpluses to the families which have contributed to them. It goes back as a form of death benefit insurance at no additional cost to any purchaser. In this regard the scheme is somewhat similar to rental concessions made to tenants in commission homes when the breadwinner dies.

The scale of benefit proposed includes a reduction of the purchaser's outstanding liability by an amount of £100 in respect of each child under 16 years of age, irrespective of the age of the purchaser, together with an additional deduction to be determined on the following basis:—

> If the breadwinner dies before attaining the age of 36 years, a reduction of the outstanding liability by an amount of £500 will be effected. If the age at death is between 36 and 45 years, the deduction will be £400. Between 46 and 55 years the deduction will be £300, and between 56 and 65 years it will be £200.

Following the application of these benefits by way of a reduction of the outstanding liability to the commission, repayment instalments on the balance remaining will be recalculated over the remainder of the existing repayment period.

The principles of this scheme have been applied provisionally since the 20th February, 1965, and the Bill contains the necessary provisions to ratify the action taken in this regard. I commend the Bill to the House.

Debate adjourned, on motion by Mr. Graham.

TRAFFIC ACT AMENDMENT BILL (No. 2)

Second Reading

MR. CRAIG (Toodyay—Minister for Traffic) [2.35 p.m.]: I move—

> That the Bill be now read a second time.

In authorising the preparation of this Bill the Government was very conscious of the seriousness of the traffic problem, and many of the provisions of the Bill are designed primarily as measures to induce more sanity into our road behaviour.

We are all understandably concerned at the rising accident rate and the amount of human suffering and economic loss it is causing. Steps are being taken in many directions to meet the challenge society is faced with. One step we must take, of necessity, is action to meet the persistent traffic offender and the incompetent driver. Many measures in the Bill are designed to implement these two objectives.

Punitive deterrents are necessary no matter how harsh they may seem. There is one simple way a driver can avoid these punishments and this is by driving in accordance with the rules laid down for orderly behaviour. For those who will not conform to a decent pattern of road conduct, there is only one answer—deterrents of such severity that these people will be deprived of the privilege of driving a motor vehicle.

Here I might say I have often expressed the opinion that 85 per cent. of the drivers on our roads today are good and responsible drivers; but, unfortunately, the other 15 per cent. could be classed as irresponsible drivers with no consideration for the rights of other road users. To them the law is a mockery, and that is one reason why we have to adopt this policy of applying a more severe deterrent by increasing the penalties. Penalties, therefore, for serious offences have been substantially increased in line with the Government's pre-election promises.

The Bill also contains provisions that are complementary to the road traffic code which has been laid on the Table of both Houses this afternoon. I mention this specifically because the road traffic code is the result of a great deal of time and effort at both State and national level; and, for the first time, this State will have a concise traffic code, uniform almost entirely with those of all other States of the Commonwealth and containing in full, without extraneous matter, all the rules and regulations which road users are required to observe. I think this will be most helpful indeed to all motorists.

Conjointly with the road traffic code, the remaining provisions of the traffic regulations of 1954 have been revised and will be reprinted in separate divisions, each applying to a specific subject and condensed for simplicity as far as is legally prudent. The reason is that we are able to print separate regulations governing say, vehicle weights, vehicle standards, taxis, used-car dealers, and the like; so the code regulations deal with road traffic as affecting the ordinary, everyday motorist. This method will enable reprints of the regulations when necessary and will,

it is expected, avoid the old situation of multiple amendment upon amendment until very few people know what the regulations mean. The validity of some of the code provisions will depend, to some extent, on the passage of this Bill.

This Bill amends 23 sections, revokes 13, and inserts five new sections. The section containing definitions has been amended in a number of instances. Some redundant phrases have been revoked and others adjusted or inserted to comply with current usage.

Section 5 of the Act has been amended to allow licensed tow trucks to tow unlicensed vehicles and provision has been made to license tow trucks as a distinct class of vehicle. A fee appropriate to their use has been made, having in mind that the operators will save the cost of temporary fees for unlicensed vehicles they have had to pay for in the past. These temporary permits cost 6s. 8d.

Section 19 has been amended to permit the wider use of dealers' plates on journeys considered consistent with legitimate dealing business. Dealers will be saved a good deal of inconvenience because of this amendment.

The several sections governing the issue of drivers' licenses have been amended to provide greater control over their issue and to remedy anomalies found to exist. Power has been given to both the commissioner and the courts to place conditions on licenses where conditions are considered necessary. This means, in effect, that a person might have some physical handicap that requires medical attention; and, because he is living in the country and because of his condition, he cannot be issued with a normal full driving license. There is no power under the Act at present for the commissioner or the court to issue a license to such a person on a restricted basis in order that he can travel from his residence to the nearest town to receive that medical attention.

In addition, an amendment enables the commissioner to retest persons whose driving capabilities are suspect and to revoke their licenses if they cannot demonstrate their ability to control a motor vehicle. At the present time the commissioner has the power only to revoke the license of a person who has a rather bad traffic record and where the court has not imposed any penalty so far as suspension of the license is concerned. The commissioner can retest that particular driver, but if he proves he is incapable of driving a vehicle satisfactorily, the commissioner has no power to revoke the license. He now has power only to refuse to renew a license. It is in the interim period that the commissioner requires power to take action against that particular offending driver. These are important amendments if stricter control is to be exercised over the incompetent driver. Any revocation of a license will be subject to right of appeal.

Further, persons who are not the holders of licenses will be subject to the same mandatory disqualification provisions for serious traffic offences as the holders of probationary licenses. This means a person who has not acquired a license to drive. In addition, probationary license holders who commit a number of offences in close sequence will have the date of disqualification operative from the last conviction instead of the first conviction as of now. In other words, it becomes a cumulative suspension.

The commissioner now has power under the existing provisions to revoke the driver's license of a person who accumulates numerous convictions. For obvious reasons, an amendment is necessary to recognise the nature of the convictions rather than basing a decision on mere numerical figures.

All these items will be complementary to other steps being taken to adopt the recommendations of the Driver Improvement Committee and our intention to introduce stiffer tests before drivers can obtain licenses.

The existing section 31 has been recast into four sections—sections 31, 31A, 31B, and 31C. The original section 31 contains three offences; namely, reckless, dangerous, and negligent driving, all joined together in one subsection. It then runs on for about three pages defining various penalties for the various offences and circumstances. The Law Society made approaches on the matter and, with the concurrence and support of the Crown Law and Police Departments, it was decided to provide three separate sections each in order of seriousness as established in law over the years with a penalty considered appropriate to each offence. At present a person can be charged with any one of three particular types of bad driving. Of course, they are all serious, but one is more important than the other. However, under the present provisions of the Act, the same penalty applies to all three.

In this order, section 31 now provides for reckless driving; section 31A for dangerous driving; and section 31B for driving without due care and attention. Section 31C defines where these acts are prohibited in a wider sense than the general definition of "road" and it also disposes of the question of previous convictions under the old section 31.

Divisions 3 and 3A of the principal Act deal with weights and width of vehicles and, for the purpose of convenience and clarity, it is desired now to repeal the divisions and carry whatever is not redundant into their proper places; namely, the Traffic (Vehicle Weights) Regulations,

and the Traffic (Vehicle Standards) Regulations. This will be a major step towards condensing and rearranging the traffic laws into more acceptable and concise form.

Existing sections 47 and 48, providing regulation-making powers, are most prolix yet still inadequate for the purpose. Over the years, the sections, particularly 47, have grown by adding items *ad hoc* for situations as they arose. This means that specialised provisions are numerous without providing necessary powers in general terms. By recasting section 47 in a different form, it has been possible to eliminate section 48 and present a more condensed section 47 and one which is more workable. I think this particular section refers to regulations governing wages and conditions of bus drivers, and so forth. There are so many things redundant these times so far as the Traffic Act is concerned.

Penalties for breaches of regulations have also been raised from £25 for a first offence and £50 for any subsequent offence to £50 and £100 respectively. These increased penalties can then be applied to such offences as speeding and failing to give way, etc., if the courts so desire. As it is today, a person can commit a speeding offence every week in the year or every day in the week and he cannot be fined more than the amount as at present laid down in the Act.

The section dealing with the illegal use of vehicles has been amended in three ways. Firstly, the Bill separates from the existing penalties the offence as it is related to vehicles other than motor vehicles; for example, carts and push cycles. No-one will argue with this provision as the offence of taking a push cycle unlawfully is in no way comparable with that of taking a £1,000 motorcar. Secondly, the mandatory disqualification of the offender's driver's license provision has been removed.

The operation of the section as it stands has caused innumerable situations of persons reaching the age of 17 years finding they are debarred from holding a driver's license for 10, 20, and even 30 years or more, their only redress being to apply for an extraordinary license under section 33A of the Traffic Act which has no chance of success unless hardship can be proved. We have one case on record where the person—only a lad—will not be able to obtain a driver's license until he reaches the age of 111, if he reaches that age.

Mr. Graham: He must have stolen about half a million pounds' worth of motorcars!

Mr. CRAIG: That is so; and he will keep on doing so, because he has no chance of getting a license restored under the present provisions of the Act.

Mr. Graham: There is a proper way of dealing with habitual criminals.

Mr. CRAIG: Yes, and we all have different methods, too. It is unquestionable that, in this modern age, the deprivation of a motor driver's license is a serious social handicap and a person who has reformed and is leading a normal and respectable life is placed at an intolerable disadvantage if he cannot obtain a driver's license to take his family out or join in social activities. In effect, he carries an indelible stigma that he was irresponsible as a youth.

It is clearly apparent that the mandatory disqualification provisions inserted in the section in 1956 have had no appreciable effect in diminishing this type of offence, and it was decided to remove the clause from the section and that any disqualification incurred for the offence should be at the discretion of the court which would, no doubt, give due cognisance to all the circumstances apparent in each case.

Thirdly, if Parliament agrees to this provision, then it is only fair to provide a clause lifting current disqualifications created by the existing provisions, and it has been provided that any disqualification incurred by a person before reaching the age of 18 years; namely, in the Children's Court, is automatically terminated.

I do not think there is a member in this House who has not, at one time or another, made some appeal to me to have some person in his electorate who has suffered such a disqualification, exempted.

Mr. Norton: You can exclude me from that statement.

Several members: Me too!

Mr. CRAIG: It is not suggested that disqualifications imposed in a police court should be interfered with, as such disqualifications would have been incurred when the offender was entitled to a driver's license and would probably have been inflicted at the court's discretion in any event. Neither is it desired to alter the existing pecuniary and imprisonment penalties of the section—namely, for a first offence, a minimum fine of £50 or imprisonment for one month and a maximum fine of £250 or imprisonment for 12 months; and for any subsequent offence, a minimum of three months and a maximum of two years' imprisonment. These punishments are applicable at the time of conviction and are undoubtedly a deterrent.

I would now refer to the provisions relating to other increased penalties. The penalties for driving a vehicle under the influence of drink or drugs has been increased substantially in accordance with the Government's undertaking at the last election. The number of deaths attributed in some degree to the effects of alcohol are alarming. Figures submitted by the

District Medical Officer, Dr. A. Pearson, show the presence of alcohol in a high percentage of fatal accidents.

In a recent survey of 63 fatal accidents occurring in the country, 35 of the victims had a blood test carried out by country doctors attending the accidents, and it was found that 26 of them—or 74 per cent.—had positive alcohol in their blood. As a matter of fact, the details of the 35 cases were as follows: In nine cases there was no alcohol; in two cases the percentage was less than 0.05 per cent.; and in eight cases it was between 0.05 per cent. and 0.15 per cent. That is the level where a driver's ability can be impaired. In 16 cases the percentage was 0.15 per cent. and over.

Very much the same pattern exists in the metropolitan area where, over a period of 13 years, blood tests were taken on 568 of the 1,089 fatalities with the following results: There were 316 with no trace of alcohol; 48 with less than 1 per cent.; 109 between 1 per cent. and 2 per cent. and there were 95 with more than 2 per cent. This reveals, therefore, that 252 cases out of the 568 tested were affected by alcohol.

There is no excuse for persons who persist in driving a vehicle while dangerously affected by alcohol and it is hoped that the severe penalties in the clause will serve as an effective deterrent and cause people who are prone to mix drinking and driving to wake up to themselves.

In the last six years, there has been a steady increase in the number of persons convicted of drunken driving offences. The yearly figures, July to June, are as follows: In 1960 there were 355 cases; 1961, 445 cases; 1962, 514 cases; 1963, 621 cases; 1964, 705 cases; and in 1965, 697 cases. So the number has risen from 355 in 1960 to 697 in 1965.

In the same years the number of persons convicted for the third time and incurring life suspension were as follows: 1960, 18; 1961, 17; 1962, 22; 1963, 36; 1964, 21; 1965, 30. Thirty people did not learn the lesson on the first occasion or on the second occasion.

Although more detailed figures on this matter are not available, there is every indication that there is a steady increase in the number of persons offending more than once. It is quite obvious in the light of the present trend that further deterrents are needed if the incidence of drunken driving is to be curbed.

The existing penalty for this type of offence is a £50 fine for the first offence. That is the maximum, and it is proposed to increase this figure to £100, with a maximum of £150. The existing maximum for the second offence is £100 and it is proposed to increase this to £200 minimum and £250 maximum. The existing maximum for the third offence is £200, and it is proposed to increase this figure to a minimum of £300 and a maximum of £350 for all subsequent offences after the second offence. The term of imprisonment is not altered and the figures are as follows: Maximum for first offence, three months; the maximum for the second offence, six months; and the maximum for the third and subsequent offences, 12 months.

The existing disqualification is a minimum of three months for the first offence, and this will be increased to six months. The minimum for the second offence is 12 months, and this will be increased to two years. The minimum at present for the third offence is permanent and, of course, this will remain.

Other serious offences for which increased penalties have been provided are offences under the regulations which cover speeding; failing to give way, and like offences; reckless driving; failing to report an accident; failing to supply information when, as an owner, an offence has been committed; misleading information; driving under suspension; use of false plates or licenses; interfering with a vehicle, etc.

The Bill also provides for the extension, if required, of the modified penalty system to country areas. This was raised at the instigation of the magistrates. In a recent case, a person in the country was fined £10 for having no certificate of registration attached to the windscreen of his vehicle and, in another case, was fined a like amount for having an unserviceable horn on his vehicle. Both these offences would, in the metropolitan area, attract a minor penalty of £1. It is inequitable that country motorists should be under such a disadvantage.

The present practice is not to inflict minor penalties on persons under the age of 18 years and these persons are required, in every case, to attend the Children's Court. The Child Welfare Department does not consider this necessary; and, in any event, it is unfair that a young person of, say, 17 to 18 years should lose a day's wages possibly and incur court fees for a parking or some other minor offence. A subsection has been added to make it clear that these persons may be dealt with in the same manner as adults. This is only in relation to minor offences.

For many years past, it has been customary to issue free drivers' licenses to persons limited to drive motorised wheel chairs. The people using such chairs are, of course, invalids and depend on their wheel chairs for means of transport. The authority to issue free licenses under the Act as it now stands to these deserving people is very much in doubt and the proposed amendment will remedy this situation. The amount of revenue involved is not very great collectively but the concession means quite a good deal to the individuals concerned.

That is a brief outline of the Bill, which I commend to the House, and which will, if acceptable, prove of value both in facilitating the administration of the Act and in doing a lot towards deterring persistent traffic offenders.

Consequentially, it is hoped that the provisions will contribute among other contemplated measures to a reduction in our rising road toll.

Debate adjourned, on motion by Mr. Graham.

THE CITY CLUB (PRIVATE) BILL

Second Reading

MR. DURACK (Perth) [3 p.m.]: I move—

That the Bill be now read a second time.

I thank the Premier for giving me the opportunity to introduce this Bill this afternoon, and for giving it a high priority on the notice paper. I trust I will not abuse this privilege by speaking at too great a length.

Mr. Brand: Hear, hear!

Mr. DURACK: The Bill has several respectable precedents in this House, the most recent one being a similar measure which was passed last year to perform the same operation, so to speak, on the Fremantle Buffalo Club.

The need for this Bill, as for the others, arises from the fact that a number of clubs many years ago were incorporated as limited companies, whereas nowadays all clubs and associations are formed under the Associations Incorporation Act. The requirements under that Act are specifically designed for the purposes of a social club, whereas the provisions of the Companies Act are for very different purposes. Furthermore, when this club was formed under the Companies Act in May, 1906, the requirements of that Act were nothing like as strict as they are today; and it has been found—and the experience of other clubs in a similar predicament has been the same—that it is required to file fairly exhaustive returns every year with the Registrar of Companies; and it is required to have a secretary, an auditor, and so on, all of which adds greatly to the expense of running the club.

This particular club which, as I have said, was formed in 1906, has very limited assets, and I understand its main function is the encouragement and control of dart playing in the city area. It is found, naturally, that the obligations of the Companies Act cannot be entirely carried out by the club, and that the expense of doing so is a heavy burden. So the club has sought the approval of this House to its liquidation as a limited company and its formation as an association under the Associations Incorporation Act.

The framework which the Bill provides is set out in clause 3. The Bill itself does not actually do the job; it does not change the club from a limited liability company into an association. It leaves it for an association to be formed and for that association to apply to the registrar; and it provides that on the issue of the registrar's certificate of incorporation under the Associations Incorporation Act, and on the filing of a resolution that the existing members of the old City Club have approved the changeover, then all the property of the existing club shall vest in the new association and all the members of the existing club shall become members of the association.

The other provisions of the Bill are really of a standard form, the main ones concerning the license of the club under the Licensing Act. The club has a liquor license and that license has to be preserved—or it is desired that it shall be preserved—and clauses 6 to 8 of the Bill provide for the preservation of that license and its vesting in the new association when formed. We were told by the parliamentary agent at the Select Committee that the Licensing Court was perfectly happy with this arrangement.

Members may, I think, reasonably ask: Why is it necessary that this operation should be performed by the process of an Act of Parliament, taking up our time as it already has done and will do further? Those members who are interested in the reason why it is necessary to proceed in this manner can find the answer to the question on page 6 of the report of the Select Committee. I, as chairman of that committee, asked Mr. Stables, the parliamentary agent, the question, and he told us why it was necessary, and he gave a very full answer to the question, and it appears in the middle of the second column on page 6 of the report.

The only other matter I wish to refer to is a discussion which took place at the meeting of the Select Committee concerning other clubs which may be in the same predicament. At least three other clubs have had to follow this procedure, and the City Club is the fourth one in recent years that has had to come to this House. It appears there may be at least half a dozen other clubs in Western Australia in the same predicament, and it was thought by the members of the Select Committee that it would be desirable if some simple machinery Act was available under which this operation could be carried out, rather than having, every time, to resort to the procedure applicable to a private Bill.

So I would like to raise that matter for the consideration of members and for the consideration in particular of the Government. For these reasons I commend the Bill to the House.

Debate adjourned, on motion by Mr. Court (Minister for Industrial Development).

ELECTORAL DISTRICTS ACT AMENDMENT BILL

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [3.10 p.m.]: I move—

That the Bill be now read a second time.

In so doing, I refer to the fact that, from time to time Governments have introduced Bills which have amended the electoral laws of the State in respect of parliamentary representation.

Changes have taken place in the number of members of the Legislative Assembly of this House. In the year 1899, nearly 66 years ago, the number of members was increased from 33 to 50, and this figure of 50 has remained unchanged since that year—1899. The population in 1899 was 170,000, but today it exceeds 800,500. Yet, during the years from 1899 to 1965, no increase in the number of Assembly members has occurred, although there was an attempt by a previous Government in 1954 to increase the number from 50 to 52.

If increases in the number of seats were to be determined according to the population increase, the number of seats would need to be more than doubled. This of course, would not be reasonable.

Much argument, no doubt, could be put forward on the question of a suitable number of seats. The Government considers that, generally speaking, the number of 50 is not unsatisfactory; but, due to the fact that a redistribution under the existing law would, it appears, decrease the number of seats in the Agricultural, Mining and Pastoral Area, and increase the number of seats in the Metropolitan Area, an increase has been decided upon. It could also be argued that 51 seats would not eliminate, but would minimise, the possibility of a deadlock. The commencing point of this Bill, therefore, provides for an increase to 51 seats.

Whilst the Bill amends the Electoral Districts Act, 1947-1963, the general principles of that Act are maintained, but included are a number of variations considered necessary and desirable by the Government.

I would now like to explain in some detail the various clauses of the Bill and the effect of such clauses on the Act. In doing so, I will go through the clauses in their sequence because this Bill being of particular interest to the House, reference to the clauses will assist members in considering its provisions between now and when the debate on the measure is resumed.

Before proceeding to that point, perhaps I should say that it will also be necessary to introduce a Bill to amend the Constitution Acts Amendment Act to provide for the proposed increase in the number of seats to 51.

Clause 1 of this Bill sets out the short title.

Clause 2 provides for the amending legislation to come into operation on the date on which the complementary Bill for an Act to amend the Constitution Acts Amendment Act is proclaimed to come into operation.

The next clause—clause 3—contains an amendment to the long title appearing in the heading to the principal Act. The portion of the title which the Bill seeks to take out is redundant.

Paragraph (a) of clause 4 seeks to amend section 3 of the Act to provide that the commissioners' duties shall commence as from the date of the coming into operation of this legislation and the issue of a separate proclamation for a redistribution of seats will not be necessary.

Paragraph (b) of the same clause is to alter from 50 to 51 the number of electoral districts into which the State is to be divided by the electoral commissioners, and paragraph (c) contains a consequential alteration.

The amendments sought in clause 5 are to section 4 of the principal Act, which forms the basis of the commissioners' duties. Paragraph (a) of this clause contains a provision altering the title of the North-West Area to the North-West-Murchison-Eyre Area, and paragraph (b) provides that the commissioners shall regard the Metropolitan Area as the area described as such by the electoral commissioners in their report on the last redistribution of electoral districts, as published in the *Government Gazette* of the 14th December, 1961.

The North-West-Murchison-Eyre Area is defined under clause 5 as embracing the existing North-West Area; that is, the area encompassed by the districts of Gascoyne, Kimberley, and Pilbara, with the addition of the Murchison district, less that portion of the Murchison district which lies south of the northern boundary of the municipal district of the Shire of Kalgoorlie. It is provided that the new North-West-Murchison-Eyre Area will, as its title implies, also include that portion of the Boulder-Eyre District located east of 123 degrees longitude. It is considered that the vast expanse of the sparsely-populated Murchison District should be attached to the existing North-West Area, and the new area should also include the similarly sparsely-populated portion of the Boulder-Eyre District located east of 123 degrees of longitude.

A small portion of the Murchison District immediately north of Kalgoorlie should, it is considered, be reattached to Kalgoorlie with which it has a community of interest.

In the final report of the electoral commissioners published in the *Government Gazette* of the 22nd August, 1955, it was suggested that the Murchison District should be placed in the same category as the north-west districts and have its boundaries fixed regardless of population.

Clause 6 contains an amendment to paragraph (c) of section 5 to provide that in ascertaining the number of districts into which the Metropolitan Area and the Agricultural, Mining and Pastoral Area are to be divided, where each quotient includes a fraction of a whole number, the commissioners shall increase the greater fraction to the nearest whole number and disregard the lesser fraction in the quotient for the other.

Under the existing provisions, any fraction of a whole number is applied to increase the fraction in one direction only—the Metropolitan Area. The proposal in the Bill is considered to be more equitable as it deals with either situation.

Clause 7 seeks to repeal and re-enact subsection (2) of section 7 to provide for the North-West-Murchison-Eyre Area to be divided by the electoral commissioners into the four electoral districts of Gascoyne, Kimberley, Pilbara, and Murchison, as they were determined by the electoral commissioners in their report published on the 14th December, 1961, excluding that portion of the Murchison District which lies south of the northern boundary of the municipal district of the Shire of Kalgoorlie, and including that portion of the Boulder-Eyre District located east of 123 degrees longitude.

Paragraph (b) of clause 7 provides that the North-West-Murchison-Eyre Area shall be divided into two elctoral provinces; one consisting of the electoral districts of Kimberley and Pilbara, and the other of the electoral district of Gascoyne and the electoral district of Murchison, as altered by the exclusion of the portion of the Murchison District situated south of the northern boundary of the Shire of Kalgoorlie and by the inclusion of the portion of the Boulder-Eyre District located east of 123 degrees longitude. This could have been left to the commissioners but, in view of their determination 12 months ago, it seemed logical to express this in the Bill.

Clause 8 empowers the commissioners to modify the boundaries of the electoral districts contained in the Metropolitan Area and the Agricultural, Mining and Pastoral Area and to designate, or to redesignate, those districts. The commissioners are also empowered to modify the boundaries of the Murchison District as described in the definition of the North-West-Murchison-Eyre Area and may redesignate that district.

The next clause—No. 9—repeals and re-enacts subsection (2) of section 9 and empowers the commissioners to adjust the boundaries of the 15 electoral provinces. Each of the five electoral provinces in the Metropolitan Area is to consist of four or five complete and contiguous electoral districts and each of the eight electoral provinces in the Agricultural, Mining and Pastoral Area is to consist, as far as possible, of three complete and contiguous electoral districts. In these two areas each province is required to contain, as far as possible, the same area as it contained immediately prior to the coming into operation of the amendments envisaged in this Bill.

This provision is regarded as reasonable in view of the determination of the electoral commissioners made in 1964 that no more change than is necessary should be made, because of the recent determination of province boundaries. It will also preserve the identity of provinces for members of the Legislative Council who retire in 1971 or later, as they will automatically continue to represent the provinces for which they were elected. It is not desirable that the identity of the provinces should completely change.

Clause 9 also enables the commissioners to adjust the boundaries of the two electoral provinces in the North-West-Murchison-Eyre area so that they conform to the requirements of paragraph (b) in clause 7.

Subclause (2) of clause 9 provides that the adjustment of the boundaries of any province does not affect a member of the Legislative Council who was elected for that province and who is due to retire in 1971, or such other member who is not due to retire next after any such adjustment. That member will be entitled to sit and vote as though the amendments had not been passed unless he is precluded by law from doing so.

Clause 10 contains a consequential alteration to section 10. As has already been said, no proclamation will be necessary for the first adjustment of boundaries as the duties of the commissioners will commence as from the date the amending legislation operates.

Clause 11 repeals and re-enacts the provisions of section 11 in regard to the promulgation of the final recommendations of the electoral commissioners, and the requirements in regard thereto follow generally the existing section. Clause 11 is a more effective recast of section 11 of the Act.

As the specific purpose for which section 11A was included in the Act by the Electoral Districts Act Amendment Act, No. 69 of 1963, has now been fulfilled, clause 12 of the Bill provides for the repeal of the spent section.

Clause 13 seeks to amend section 12 of the Act in regard to future redivisions when electoral commissioners are so

directed by proclamation. Subclause (2) provides that such proclamation shall be issued if—

(a) both Houses of Parliament pass a resolution to that effect, or

(b) the Chief Electoral Officer submits a report to the Minister that it appears from the rolls for the electoral districts made up for the last preceding general election for the Legislative Assembly that the number of electors on each such roll in respect of not less than eight districts falls short of, or exceeds by one-fifth or more, the quota for those districts.

Under the existing Act, the proclamation was required to be issued on a resolution of the Legislative Assembly only. The Bill requires a resolution of both Houses, which should be the case now that the Legislative Council is elected on the same franchise.

The number of districts on which the report is to be formulated is to be increased to eight; it is five in the existing Act. This is to lessen the frequency of redistributions, and this is a principle which has been previously propounded.

Proposed new subsection (2a) requires the Chief Electoral Officer to submit the report referred to within six months of the date of the polling day for the last preceding general election for the Legislative Assembly. The clause further provides for the making of the proclamation referred to within three months from the date the report is submitted by the Chief Electoral Officer, or forthwith after the expiration of six months from the date of the polling day for the last preceding general election, whichever is the later date.

The existing Act contains no period within which the Chief Electoral Officer's report should be submitted. The Bill prescribes this period as within six months after the date of the polling day for a Legislative Assembly general election.

The proclamation for redistribution is to be issued within three months of the report, or six months after the date of polling day, whichever is the latest date. This period is considered desirable to enable the finalisation of all actions on the rolls following upon a general election, so that the redistribution will be carried out on a firm basis.

The provision included in paragraph (c) of proposed new subsection (2a) of section 12 sets down that the quota upon which the report is based is to be ascertained by the Chief Electoral Officer in accordance with sections 5 and 6 of the Act, and is to be calculated by the Chief Electoral Officer on the number of electors on the rolls made up for the last preceding general election for the Legislative Assembly, and not the quota ascertained by the electoral commissioners at the last redistribution, which, in fact, could be several years previously.

Paragraph (b) of clause 13 contains a consequential amendment to subsection (5) of section 12. Paragraph (c) of clause 13 repeals subsection (6) of section 12 and provides that, on and by virtue of an Order-in-Council, the final recommendations of the commissioners to which the Order-in-Council relates will take effect and have the force of law only in respect of—

(a) the general election for the Legislative Assembly held next after the date of the publication of that order;

(b) general elections and by-elections for the Legislative Assembly held after that general election;

(c) the general election for the Legislative Council held next after the date of the publication of the Order-in-Council;

(d) general elections and by-elections for the Legislative Council held after the general election mentioned in the preceding paragraph;

until the next succeeding division of the State into electoral districts and electoral provinces in accordance with the Act.

This clause is intended to deal with any situation which might arise in relation to elections or by-elections. Clause 13 also includes a provision repealing subsection (1) of section 12. The provisions of subsection (7) are no longer required. Clause 14 repeals section 14 of the Act as its provisions are no longer applicable.

As it is considered that the provisions in section 15 for any two commissioners to form a quorum should not apply, clause 15 repeals the whole of section 15. No regulations have been made under this section and none is considered necessary. It is thought that the importance of the commissioners' deliberations should require attention by all three commissioners at the one time.

Clauses 16 and 17 repeal the first and second schedules of the Act as their inclusion is now unnecessary.

I have gone to some length to explain the various clauses of this Bill in sequence, and their effect on the appropriate sections of the principal Act, in order that members will be able to have a clear explanation of the measure and of the Government's intentions.

Mr. Hawke: There appears to be a mistake in drafting in lines 14 and 15 on page 3 of the Bill.

Mr. COURT: I shall ask the draftsman to have a look at it between now and the further consideration of the second reading. I thank the Leader of the Opposition for inviting my attention to it.

Might I advise whoever is taking the adjournment of the debate for the Opposition that I have discussed this matter with

the Premier, and he suggested that that member take the normal adjournment. If that member is not ready to proceed with the second reading until a week from today the Premier will move accordingly.

Debate adjourned, on motion by Mr. Jamieson.

CONSTITUTION ACTS AMENDMENT BILL (No. 2)

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [3.32 p.m.]: I move—

That the Bill be now read a second time.

This Bill is complementary to the Bill to amend the Electoral Districts Act and it will amend the Constitution Acts Amendment Act, 1899, which at present provides for a membership of 50 for the Legislative Assembly.

The Bill to amend the Electoral Districts Act is based on a membership of 51, and it is therefore necessary to introduce this measure to provide for an increase in the number of members of the Assembly from 50 to 51.

Mr. Jamieson: Is this the chicken or the egg?

Mr. COURT: I think it is all tied up with the date of proclamation. I commend the Bill to the House.

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

EDUCATION ACT AMENDMENT BILL (No. 2)

Second Reading

MR. LEWIS (Moore—Minister for Education) [3.34 p.m.]: I move—

That the Bill be now read a second time.

During promotional appeals heard recently by the Government School Teachers' Tribunal it became evident that two matters required early attention which would be effected only by amendments to the Education Act.

Firstly, the Act presently defines a teacher as "any person forming part of the educational staff of a school." The scope of this definition is very wide and could, I suppose, be read to include teachers of schools other than Government schools. It certainly includes part-time and supply teachers.

The jurisdiction of the tribunal as set forth in a later section of the Act is related to "teachers" and accordingly the anomalous position arises where temporary teachers apply for permanent positions and, having failed to obtain the recommendation, are able to appeal to the tribunal. The tribunal has been unable to uphold any such appeals, notwithstanding their merit, since to do so would mean confirming the appointment of a temporary teacher in a permanent position. The proposed amendment will rectify this anomaly by confining the right of appeal against promotion to teachers on the permanent staff of the department.

Secondly, a practice has arisen which of late has caused the department some concern and inconvenience. It is usual for the department to advertise many vacant positions at the same time and teachers have the right to, and very often do, apply for a number of these positions. They are asked to state their preference and the department seeks to satisfy them wherever possible.

However, there have been instances where teachers have sought to alter their preferences when appeals are being heard by the tribunal and have appealed for positions lower on their preference list than the one for which they have been recommended. When these appeals are successful they cause unnecessary alterations to appointments and, in some instances, have left positions vacant with the result that the whole machinery of appointment and appeal has had to start afresh, thus causing delays in filling many positions.

The proposed amendment will require teachers to state an order of preference where they apply for more than one position and this order of preference will be binding on them. The teacher will retain his right to appeal for any position appearing in his application list, but the tribunal will be required to have regard to his order of preference in hearing and determining the appeal. The department will then be able to make appointments without fear that the whole complex machinery could be upset by someone changing his mind after lodging his application.

I am informed that these proposed amendments have been discussed with the Teachers' Union and are generally held to be satisfactory to its members. I commend the Bill to the House.

Debate adjourned, on motion by Mr. Evans.

VERMIN ACT AMENDMENT BILL

Second Reading

MR. NALDER (Katanning—Minister for Agriculture) [3.39 p.m.]: I move—

That the Bill be now read a second time.

This Bill contains amendments that are essential to the better control of vermin in this State. Firstly, I will deal with the sections of the Vermin Act that are concerned with the service of notices to destroy vermin, and the action to be taken in cases where the notices are not complied with.

It was in 1962, on the advice of the Crown Law Department, that these particular sections—Nos. 98 and 99—were amended to overcome legal complications. Subsequent to this, some serious problems of practical application have arisen and further consultation with the Crown Law Department has indicated the need to amend these two sections once more, in order to clarify and strengthen them.

Under section 98 the Agriculture Protection Board may publish a notice specifying the vermin control measures to be adopted. In some cases in the past these measures have been applied, but only in a token manner in order to comply with the Vermin Act, and have not resulted in the destruction of vermin.

The proposed amendment will enable the notice to indicate that vermin shall be destroyed, in addition to specifying the method to be used to obtain their destruction. Thus more than a minimum effort in the use of vermin control measures will result and the prime objective of the vermin legislation, that of vermin eradication, will be achieved.

A second amendment to this section will enable individual notices to be served, even when a district notice has been published. A district notice specifies that a particular control measure—for example, poisoning—is to be used throughout an area, but at present the Act does not permit other control measures to be used at the same time. However, it has been found that on some properties other methods of vermin eradication are necessary, such as warren ripping, when another control measure is already in operation. This amendment will allow a notice to be served on an individual, requiring him to take such measures as are indicated to be necessary, whilst a vermin eradication drive using a different category of control measure is being carried out. It will eliminate the present undesirable and inconvenient situation where notices to individuals must await the completion of a district vermin destruction programme.

Another amendment to this section concerns the wording of the particular notice itself. At present the notice specifies "suppress or destroy", and the proposed amendment will replace it by the words "suppress and destroy." The word "or" in this case unduly limits the scope of the direction, giving alternatives rather than additional directives.

A further amendment to this section extends the time in which vermin control work can be completed, from the present seven days to 14 days, or a specified date. Provision is also made in this amendment for control work to be commenced by a date specified, and completed by another stated date. In this way, in cases where seasonal conditions or other factors prevent work from being commenced immediately, allowance is made for a more reasonable scope for vermin destruction.

Following these amendments to section 98, complementary amendments are necessary to section 99. Also, the reference in this section to "continued compliance" is deleted as this is considered too difficult to define legally, and the words "to comply", which are considered sufficient, are substituted.

To amend this section further, provision is made for a person who has been prosecuted for failing to commence vermin control work when required and still does not start the work within 28 days, to be prosecuted again. At present the Act contains penalties for failure to continue control work. The object of this proposed amendment is to get persons to commence control work after they have been prosecuted. In addition, and on the advice of the Crown Law Department, this Bill incorporates a necessary change in wording to make the continuing penalty more in keeping with a continuing offence.

Finally, an amendment is proposed to section 113. This section states that any person or employer of a person who drives stock along a Government fence, or holds them against such a fence, commits an offence and is liable to a penalty not exceeding one pound for every head of cattle so driven. The proposed amendment will go further than this and make it an offence for anyone to travel along a vermin fence or trespass on a Government fence reserve, without first obtaining a permit. The penalty provided, should a person be prosecuted and convicted of such an offence, is a maximum of £100.

The circumstances that have led to the necessity for this amendment are that considerable damage is being done to the vermin fence by persons such as hunters, shooters, and tourists trespassing on the fence reserve. These fences are costly to build and maintain, and are effective only as long as they are vermin proof. A hole cut or smashed in the fence, as has happened, can nullify its effectiveness and is really serious and costly to farmers when large-scale movement of vermin is occurring.

Although the Act already contains provision for the prosecution of persons damaging vermin fences and installations, offenders are almost impossible to catch, and it is very difficult to obtain evidence sufficient to uphold a prosecution. The purpose of this amendment is to assist the apprehension of trespassers before damage to the fence can occur, and a penalty of a maximum of £100 is provided to discourage such trespassers.

I consider these amendments are essential to assist those who are working to reduce the heavy toll being taken of our primary production, and to the continued successful eradication of vermin, and I commend this legislation to the House.

Debate adjourned, on motion by Mr. Sewell.

Sitting suspended from 3.46 to 4 p.m

BILLS (5): RETURNED

1. Audit Act Amendment Bill.
   Bill returned from the Council with amendments.
2. Rural and Industries Bank Act Amendment Bill.
3. State Tender Board Bill.
4. Laporte Industrial Factory Agreement Act Amendment Bill.
5. Builders' Registration Act Amendment Bill.

   Bills returned from the Council without amendment.

STREET PHOTOGRAPHERS ACT AMENDMENT BILL

Second Reading

MR. NALDER (Katanning—Minister for Agriculture) [4.10 p.m.]: I move—

That the Bill be now read a second time.

This amendment, which increases the license fees of street photographers from £1 to £5, has been introduced at the request of the Perth City Council. Only eight licenses have been issued by the council for the current year, and the resultant revenue at the existing rate falls far short of the costs involved in administering the Act. I am advised that a fee of £5 would more adequately meet these expenses. Perhaps I should point out here that the council cannot expect any substantial increase in revenue from an increase in the number of licenses issued, as the number that can be granted by any one local autority is limited by the Act to one license for each 10,000 head of its population.

In view of the changes in values that have occurred since the existing rate was struck in 1947, the council's request does not appear to be unreasonable and is commended for the approval of this House.

Debate adjourned, on motion by Mr. Davies.

MENTAL HEALTH ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 5th October, on the following motion by Mr. Ross Hutchinson (Minister for Works):—

That the Bill be now read a second time.

MR. BRADY (Swan) [4.12 p.m.]: I have had an opportunity to look at this Bill since the Minister introduced it on Tuesday night. As the Minister quite rightly pointed out, though it is only a small Bill it is a very important one indeed. It is very important to the inmates of the mental institutions, and to their relatives and families. I feel we could well accept the amendments in the measure without much discussion. In the main they appear to give a clearer definition of the various departments or institutions contained in the mental health set-up in Western Australia.

In all respects the Bill endeavours to make clearer what can be done, and how the mentally afflicted can be assisted. Clause 3 of the Bill, which seeks to amend section 5 of the Act, gives a very comprehensive definition of the words "approved hospital." Apart from this, one or two extra definitions are added to the interpretation of "incapable person." We also find that an "intellectually defective" person is defined, as are "mental illness," "reception home," and "training centre." As I have said, these definitions are contained in the first portion of the Bill, which seeks to amend section 5.

The main part of the measure deals with section 19 of the principal Act. Here again a number of establishments and services have been added to provide better assistance to the inmates, and to help the administration of the mental health services. I can see nothing in the Bill to which objection can be raised.

I think any member reading the Bill closely and comparing it with the original Act passed in 1962 and amended in 1964 will feel that all the amendments proposed by the Minister are very desirable and that the sooner they can be put into operation the better it will be for everybody.

However, there is one observation I would like to make in connection with this proposal, because I feel it is not receiving from the Government or from the mental health section of the hospital sufficient consideration. I have visited the mental hospital over the last two or three years as the administration now permits the public to go there on one day each year. As a member of Parliament I have found this to be well worth while and the visits have been an eye opener. They give one a very good perspective of what is being done under the new set-up and of the new approach in mental disorder. The old days appear to have gone for ever.

If there were a touch of insanity in a person's family, or if a person had been in an asylum, people did not want to have anything to do with that individual; but under the new approach, these folk can mix in the community without people being aware of the fact.

This was brought to my attention some two or three years ago when certain residents of South Guildford complained to me that there was going to be a treatment home erected in South Guildford. Like most of the people, I was alarmed and made a few inquiries, only to find there was a similar home at Mt. Lawley. I had

been going past that home for nearly 14 years and did not even know it was there. I saw how the inmates were being looked after and was quite satisfied that the people in charge of the institution were doing a worth-while job. I have heard nothing further from the people at South Guildford in regard to the centre that was established there to give after-care treatment.

A matter which struck me most forcibly as one which I must raise in a discussion of a Bill of this kind, came to my notice when I was going through the mental hospital at Claremont two years ago and saw various types of work being performed by the inmates. I went into a section containing male workers and saw one of the best leather-work jobs I have seen in my life, either before or since. It was a magnificent piece of handiwork that was being done on a piece of leather by an inmate of that institution.

When I saw this amazing piece of work I looked around for the likely artisan and noticed a gentleman standing alongside of me. He said, "Do you like the work?" I said, "Yes." He said, "I did that." I said, "How long have you been here?" He said, "Let me get things right; I am not insane." I said, "Why are you doing work on leather if you are not insane?" He said, "I am an alcoholic." That was the first time I realised that alcoholics were being admitted to Claremont. However, I would have known had I looked up the Act, which provides for alcoholics to be admitted. But this person volunteered the information. He told me that he had been working for high wages for about six months of the year and during those periods of high wages he sometimes took to the drink, with the result that his wife had him put into this institution.

I only refer to this matter to draw attention to the fact that alcoholism seems to be responsible for a great many of the difficulties we experience in our community; and it seems that the day is long overdue when the Government should have a special inquiry made either through the Mental Health Department, the Police Department, or some other department, to get right at the basic foundation of the whole of the trouble which alcoholism is causing in the community.

Last year I had occasion to make a complaint in this House because often at the weekend in the summertime Royal Perth Hospital is a nightmare, caused by people drinking to excess and driving motorcars. I know that people like to relax on the weekend and that it is socially acceptable to take alcohol at various functions, but when it reaches the stage where the consumption of alcohol is the cause of our mental institutions and hospitals being filled, it is about time somebody had a look at the overall picture.

I asked some questions in the House last year in regard to this matter. The questions appear on pages 210 and 211 of the 1964 *Hansard*. My questions were as follows:—

NICOTINE AND ALCOHOL POISONING

Reduction of Incidence

Mr. BRADY asked the Minister for Health:

(1) Is any action likely to be taken by him in the near future to reduce the incidence of nicotine and alcohol poisoning?

(2) Has any consideration been given to producing a State-wide campaign for adult education on the creeping paralysis of the two poisons referred to?

(3) What percentage of hospital patients are receiving treatment for the direct and indirect use of the two poisons referred to?

The Minister replied—

(1) The Health Education Council was requested some time ago to undertake an anti-smoking programme.

This is being developed at the present time and is to be directed at young people. The ill-effects of excessive alcohol are also included in schoolteaching material.

(2) The advantages of an adult education programme are less promising, but both the Public Health Department and the Mental Services have supported and will continue to encourage moves in this direction.

(3) Because of the varied effects of excessive smoking and excessive consumption of alcohol, it is impracticable to obtain reliable information on the lines sought by the honourable member.

I thought the Minister might have followed the whole matter up to try to obtain some reliable information in order to get to the very foundation as to why so many alcoholics are going into the mental institutions, and why they are involved in so many accidents, and why Royal Perth Hospital is continually having to make provision for people because of alcohol. If the Minister had set up an inquiry or made some inquiries in regard to the matter, he would have found in table 4 of the Mental Health Services report for the year ending, 1963, that the second highest admissions for mental disorders to mental institutions are on account of alcoholism and alcoholic psychosis. That is what is going on in Western Australia. The second highest figure is 168; and the highest is in the schizophrenic group. Between them they are responsible for 368 cases out of 681 admitted cases of males.

I feel everybody in the community is alarmed at the position and nobody seems to be facing up to it. In this morning's *The West Australian* there is a subleader dealing with the new medical centre, which had this to say—

> The Government's decision to go ahead with the £11,500,000 medical centre at Hollywood is sensible and imaginative and it settles a number of doubts about future hospital and medical planning.

Further down it says—

> Yet, it is curious that the government has made no provision in the medical-centre plans for a clinic, at least, for the treatment of alcoholics. As more research is done alcoholism emerges as one of the community's—

I want to emphasise these words—

> major health problems.

> The Public Health Department is inquiring into what treatment facilities are needed. However, it is reasonable to suppose that a centre for alcoholics should be within the comprehensive medical centre.
>
> Whatever the department decides, the government should quickly implement its recommendations. Apart from its frightening connection with increasing road deaths, alcoholism is a serious community problem which cannot be dodged by leaving it largely in the hands of dedicated charitable organisations.

In recent times the Salvation Army has seen the necessity for the setting up of an institution in the vicinity of Gosnells for the treatment of alcoholics.

While speaking on the Mental Health Act Amendment Bill I think the time is opportune and right to draw the attention of the Government to the fact that it would save the community a lot of expense if it got to the foundation as to why all this trouble is occurring. Is it because the Education Department is not educating the young people on the dangers of drinking to excess? Is it because the churches are not instilling discipline into their adherents? Is it because so many difficulties have to be faced up to by the community that they are turning to alcohol as an easy way out? I think the problem must be tackled, because its effect on taxation is becoming a terrific burden upon everybody.

The Minister in charge of the Health and Medical Departments must realise the staggering increase there has been in regard to the cost of hospitalisation and of running medical institutions over the last two decades, and the time is overdue when there should be an inquiry. In this morning's *The West Australian*, as well as the sub-leader there is an article referring to an address—I think it was given last evening—by Dr. John Lindell at the Royal Perth Hospital. And he had this to say—

> While maintaining its interest in scientific medicine, the hospital of the future should move into the community, tracking down disease and accident before they struck, Dr. Lindell said.
>
> It should begin the healing process in the earliest stage before the disease was established, prevent hospital care being needed—in short, try to put itself out of business.

That is all I want to do: draw the attention of the House and the Minister in particular to the fact that the whole of the public, and even some of the department's own officers, even though they may not be directly employed here, are trying to focus attention on the fact that something more has to be done than simply talking about this difficulty.

I cannot see, for the life of me, why alcoholism cannot be nipped in the bud as a disease. If the community is properly educated I think the problem can be effectively handled without one becoming a square, as one is invariably called if one talks about the ill-effects of alcohol.

Let me put my own experience as a teetotaller. I am invariably disadvantaged and, to some extent, put in a difficult position when I attend public functions both here and in the Eastern States. I always ask for a soft drink. One is more or less isolated if one asks for a soft drink. Social protocol seems to demand that one bring in a tray of all sorts of drinks but forget about the soft drinks. Possibly this is occurring at all kinds of social functions, even where juveniles and teenagers are assembled. If that is the case, I can understand why some of these people ultimately finish up in mental asylums.

So I want the Government and the Minister to give more than passing consideration to the subleader in this morning's paper and to the remarks of the doctor who addressed the public at the Royal Perth Hospital last night.

I support the Bill. It is most desirable that it be passed and that the Act, which was passed in 1962 and amended in 1964, be implemented as soon as possible. Everybody will then be happy that the mentally afflicted are being well looked after and that there are possibilities for their future.

I hope the Minister for Health will have something done to institute an inquiry to see what we can do to save people from having to enter mental institutions because of excessive drinking. I support the Bill.

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [4.34 p.m.]: Firstly, I would like to thank the member for Swan for his support of this legislation.

It is, as he says, designed to improve the administration of mental health services, and to streamline certain facets of the service which are given at the present time.

The honourable member did speak about alcohol and alcoholism; and although this has no direct bearing on the Bill before us, at least there is a link because alcoholism is a form of disease which often leads to mental confusion and mental breakdown and disorder. People suffering from alcoholism frequently find that they require psychiatric and psychological treatment; and, as a matter of fact, the mental health legislation recognises this and a section of our mental health institutions caters for such people.

In the first place, there are day clinics which cater for such people; there is an institution at Heathcote which does a very fine job in endeavouring to rehabilitate those suffering from this form of disease; and the Government has also provided substantial financial assistance to the Salvation Army in its endeavours to combat alcoholism in our community. The Salvation Army has quite extensive treatment centres in the country. An old hotel is being used as a hostel, and it is a good home.

Mr. Bickerton: Would it not be possible that a person prone to mental illness would take to alcohol and so become an alcoholic, rather than his drinking to excess being the cause of mental illness?

Mr. ROSS HUTCHINSON: I think that is possible. I do not think there is one royal road to this form of disease. There are probably a number of fears which lead to the disease of alcoholism, and the one mentioned might indeed be one such path.

In addition to the clinics; Heathcote; hostels; and the financial assistance given to the Salvation Army, the Government has built an institution at Karnet. That centre has done remarkably fine work in its short history in endeavouring to rehabilitate those whose alcoholism has led them to commit crimes of one kind or another. Although it is still early to come to a really true decision, it does appear as though Karnet has already proved its worth.

Mr. Brady: We had an Inebriates Act in 1912, according to the schedule.

Mr. ROSS HUTCHINSON: That is right; and successive Governments failed to do anything to implement some of the rather forward-looking provisions which that Act has expected from Governments since that day.

Mr. Brady: There is a great opportunity to do something now.

Mr. ROSS HUTCHINSON: I have just pointed out one or two of the things this Government has done. I have no doubt that as time goes by, and as soon as reasonably possible, the situation I have described and the improvements that have been effected will be improved even further. However I think the remarks of the honourable member are well taken—although something aside from the Bill—and they will no doubt be taken notice of by the Minister for Health.

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.

LOAN ESTIMATES, 1965-66

In Committee

Resumed from the 6th October, the Chairman of Committees (Mr. W. A. Manning) in the Chair.

Vote: Railways, £5,085,000—

MR. ROWBERRY (Warren) [4.42 p.m.]: I hesitate to make a few remarks after having listened to my colleague from Albany when he spoke to these Estimates last evening. He appeared to think that I was treating his remarks with scorn when he pointed out the dangers that would ensue to this State by the Russians fishing for whales and taking observations and photographs off our south coast.

Then he pointed out the danger of an invasion from our South-East Asian friends off our northern coasts. I was worried because it appeared to me that we in Manjimup were going to be caught between the devil and the deep sea in a crossfire of danger, and I thought then it was incumbent on me that I should point out to him, and the House, that I do not in any way treat his remarks with contempt. I was very much concerned with the picture he was painting, especially when he mentioned turning my favourite holiday resort into a naval base. He talked about turning Frenchman's Bay into a naval base. Well, that should be the last place to be turned into a naval base or into anything connected with a military or naval force. I have spent many happy holidays there in its atmosphere of peace and detachment.

Mr. Bickerton: What holidays do you get to spend there?

Mr. ROWBERRY: My colleague from Pilbara has drawn attention to the fact that we do not get many holidays, and I agree with him.

Mr. Bickerton: Words to that effect.

Mr. ROWBERRY: If we only got as many holidays as the general public think we do, I would be quite satisfied. But I could not agree with the honourable member more when he said we do not get many holidays. In fact, we do not get enough holidays, and that is why I think

so many of us are in danger of being incarcerated in the homes we have just heard about.

Seriously, I want to ask a question concerning the General Loan Fund. I notice that the total is up to £26,055,000. The question I want to ask is: Why have loans at all? Maybe it is a stupid question, but I hope that by the time I have finished members will see it is not so stupid after all.

Loans enable us to gain access to credit, which is available from certain institutions in certain ways to the general public; and credit is built up, of course, as a reflex of the material wealth of a State combined with the ability of the people of that State to exploit that wealth. Now I want to ask: Why is it necessary for the people, or the Government that represents a sovereign State to go cap in hand to anyone to ask for loans?

Last night the member for Fremantle introduced a somewhat similar topic; it had reference to the operation of the banking system and the issue of credit, and it is through the banking system that we raise most of our loans. When the Commonwealth Government, which has control over the loan market, wants to raise money by loans, it goes to the financial institutions and they, as was pointed out in the letter read by the member for Fremantle, have taken unto themselves certain rights in this regard. One of these rights is that when they want to issue credit they manufacture it out of nothing.

If anybody does not believe that statement he is behind the times, because children in the second standard at school understand this aspect of banking. However, in case members do not believe it I shall refer them to some evidence given by Mr. Graham Towers, who was governor of the central bank of Canada. He was giving evidence before a committee which was inquiring into banking and commerce. Mr. Towers was under cross-examination and he was asked the following question:—

> But if the issue of currency and money is a high prerogative of Government, then that high prerogative has been transferred to the extent of 88 per cent. from the Government to the merchant banking system?

To that question Mr. Towers answered "Yes". He was then asked—

> Then we authorise the banks to issue a substitute for money?

Mr. Towers answered:

> Yes, I think that is a very fair statement of banking.

He was then asked—

> Will you tell me why a Government with power to create money should give that power away to a private monopoly and then borrow that which Parliament can create itself, back at interest, to the point of national bankruptcy?

Mr. Towers answered:

> We realise, of course, that the amount which is paid provides part of the operating costs of the banks and some interest on deposits. Now, if Parliament wants to change the form of operating the banking system, then certainly that is within the power of Parliament. The banks cannot, of course, loan the money of their depositors.

There is a significant observation. To those in the past who have believed that banks merely lend their depositors' money that statement by Mr. Towers, who was the Governor of the Central Bank of Canada, must come as a surprise. He was giving evidence under oath that the banks cannot do that.

If anyone wants corroboration of what was said last night by the member for Fremantle, in quoting Mr. Cadwallader, I should like to list the following:—

> Mr. H. W. Whyte, Chairman of the Associated Banks of New Zealand.

He subscribes to the same idea.

> Sir Denison Millar, Governor of the Commonwealth Bank of Australia in 1921.
>
> Professor H. D. McLeod, Lecturer in Political Economy, Cambridge University, 1882.
>
> Professor Heinz Wolfgang Arndt, Professor of Economics, National University, Canberra.
>
> Mr. Hartley Withers, an eminent economist who wrote a book called *International Finance*.
>
> The Rt. Hon. Reg. McKenna, Chancellor of the Exchequer and Chairman of the Midland Bank, England, who wrote a book on post-war banking.
>
> Governor Eccles, one-time head of the Federal Reserve Bank of the United States of America who gave evidence before a Congressional Committee.
>
> Mr. R. G. Hawtry, one-time Assistant Under Secretary to the British Treasury who wrote a book entitled *The Art of Central Banking*.
>
> Lord Keynes, one-time Governor of the Bank of England.
>
> Professor Goddy, Oxford University.
>
> Professor H. Kniffer, who wrote an article in *American Banking Practice*.

I should like to read what Professor Kniffer had to say on that occasion—

> The percentage of cash to credit necessary for a bank to hold, demonstrated over a period of years, is 2½ per cent., with 7½ per cent. as a reserve with other banks.

(This approximates to the practice in Australia where the trading banks hold a small percentage of cash for legal tender purposes, with a further deposit at the Central Bank, i.e., the Commonwealth Bank.)

The Australian Royal Commission on money subscribed to the same ideas that when banks issue credit they create it out of nothing. The Australian Royal Commission into the Monetary and Banking System of Australia made its report in 1937 after nearly two years of exhaustive inquiry and it was obliged to admit that the Commonwealth Bank possessed all the powers necessary to finance any Government need. As I said at the beginning, why have loans at all? Section 504 of the Royal Commission's report, headed "Creation of Credit" reads—

> Because of this power, the Commonwealth Bank is able to increase the cash of the trading banks in the ways we have pointed out above.
>
> Because of this power, too, the Commonwealth Bank can increase the cash reserves of the trading banks; for example, it can buy securities and other property, it can lend to the Governments or to others in a variety of ways and it can even make money available to the Governments and to others free of any charge.
>
> As this last clause has led to a good deal of controversy as to its exact meaning, Mr. Justice Napier, Chairman of the Commission, was asked to interpret it, and his reply, received through the secretary of the Commission (Mr. Harris) was as follows:—
>
> > This statement means that the Commonwealth Bank can make money available to Governments or to others on such terms as it chooses, even by way of a loan without interest, OR EVEN WITHOUT REQUIRING EITHER INTEREST OR REPAYMENT OF PRINCIPAL.
> >
> > Thus the Commonwealth Government was given the happy alternative of obtaining all its loan requirements without recourse to borrowing from the banks on Treasury Bill security, and so involving the nation in additional national debt, and the people in more onerous tax burdens. BUT IT DIDN'T TAKE IT.

So now members may understand why I asked, at the beginning of my speech: Why have loans at all?

I want to draw the attention of the House to an absorbing address on this subject by no less a personage than the late Sir Winston Churchill. The following includes the significant pronouncement that he made:—

> Winston Churchill, in his Romanes Lecture at Oxford University in 1930, laid a logical foundation for approaching these problems, with a view to their ultimate solution. We quote the following extracts from that notable address:—
>
> "Direct taxation has risen to heights never dreamed of by the old economists and statesmen, and at these heights has set up many far-reaching reactions of an infrugal and even vicious character. We are in the presence of new forces not existing when the text-books were written . . .
>
> "Beyond our immediate difficulty lies the root problem of modern world economics; namely, the strange discordance between the consuming and producing power . . .
>
> "If the doctrines of the old economists no longer serve for the purposes of our society, they must be replaced by a new body of doctrine equally well-related in itself, and equally well-fitting into a general plan . . .
>
> "Have all our triumphs of research and organisation bequeathed us only a new punishment—the Curse of Plenty? Are we really to believe that no better adjustment can be made between supply and demands? Yet the fact remains that every attempt has so far failed.
>
> "Many various attempts have been made, from the extremes of Communism in Russia to the extremes of Capitalism in the United States. But all have failed, and we have advanced little further in this quest than in barbaric times.
>
> "Surely it is this mysterious crack and fissure at the basis of all our arrangements and apparatus upon which the keenest minds throughout the world should be concentrated.
>
> "It would seem, therefore," Churchill went on, "that if new light is to be thrown upon this grave and clamant problem, it must in the first instance receive examination from a non-political body, free altogether from party exigencies, and composed of persons possessing special qualifications in economic matters.
>
> "Parliament would, therefore, be well advised to create such a body subordinate to itself, and assist its deliberations to the utmost. The spectacle of an Economic sub-Parliament debating day after day with fearless detachment from public opinion all the most disputed questions of Finance and Trade, and reaching

conclusions by voting, would be an innovation easily to be embraced by our flexible constitution system.

"I see no reason why the political Parliament should not choose in proportion to its party groupings a subordinate Economic Parliament of say one-fifth of its numbers, and composed of persons of high technical and business qualifications."

What hope have we of reaching that idealistic sphere as suggested by the late Sir Winston Churchill, when we read about a subcommittee which was formed by the Commonwealth Government to investigate the economic system, and the possible future economic system of the whole Commonwealth, and then having its months of research and work just thrown down the drain?

Are we really in earnest in seeking a solution to this problem, or are we merely thrashing the wind, or thrashing the wind with wind as sometimes happens? To come down to earth just a little on the question of economics I want to try to explain away a myth which certain of our primary producers seem to hug to their bosoms, because I think that both they and we are in for a rude awakening as the heading of this newspaper article which I have before me informs us.

Why is it that, in the midst of plenty, people are starving? Why is it that, with the scientific and technical knowledge we have today in the realms of production and distribution, people are deprived of things that exist in abundance? Is it because of the deficiencies of a monetary or credit issue system to which I have just been referring? What comes between those two factors? What comes between the people who desire to enjoy the benefit of the scientific knowledge which can increase our production?—because this problem has been solved for years. What then prevents the people, as a whole, from having access to those benefits? I leave the question with you, Mr. Chairman.

Also, why is it necessary for a Government representing a State to go cap in hand at certain intervals and ask anyone for money when we know that banks and financial institutions, who are principally responsible for the filling of the loans, are creating the money out of nothing?

I now want to say something about a report by the Minister for Agriculture, who has just returned from the Old Country and who paints a rosy picture of illimitable markets in Great Britain, and an illimitable demand for our primary products, such as wheat, wool, beef, lamb, and suchlike. However, these markets and the demand depend upon the ability of the people in the Old Country or any other country to purchase the commodities I have mentioned.

I have here an extract from an article published in a newspaper in the Old Country dated the 22nd August, 1965. Among other things, the following is stated:—

> The National Institute of Economic and Social Planning last week forecast no fewer than half a million will be out of work by the end of next year.

The article then goes on to point out that more and more men are to be put out of work because of a financial credit squeeze.

People will desire to have access to the primary products coming into Western Australia, but they will be deprived of the money and wherewithal to purchase these things. We will find the same thing happening all over the world. Even Mr. L. B. Johnson, the President of the United States of America, has called for an inquiry into the credit and monetary system. We find yesterday's paper saying that there was a fall on the share market in the United States because of the projected operation on Mr. Johnson. It can be seen therefore how these things are concerning people all over the world.

I have newspaper cutting after newspaper cutting which carry headlines such as, "Britain Faces Long Term of Austerity"; or "Unions Endorse Plan for United Kingdom Wages Check." Why are people poor in the midst of plenty? This is a very pertinent question, particularly when we are dealing with Loan Estimates.

I have been trying to warn our primary producers that there can be no market for their production in the Old Country unless those people in that country are able to buy that production. There can be no market for the production from the Old Country in Australia unless our people here are able to buy that production. The primary producers of Western Australia—in fact, those all over Australia—say that their export of primary production enables us to purchase requirements of capital goods, machinery, and motor vehicles, and because of that the primary producers feel they are entitled to special treatment. Why are they entitled to special treatment?

After all, it is not capable of demonstration that our exports to any country enable us to pay for imports. I have not been able to ascertain how this comes about. I have approached economists in the matter, and have spoken to people who ought to know—people like university professors who believe in this statement—and have asked them at what times does income earned by our primary producers in other counttries become available to the general public.

I have never been able to find the answer, because I do not think it is capable of demonstration. The fact is that

what enables us to sell goods in any country is that we are able to buy goods. It is the cost of an article generated in one country that enables another country to sell its goods within that country.

I have given this illustration before when we discussed the matter of motor cars. I see the name Vauxhall here in front of me. It is a car made in Britain and sold extensively in Australia. How is this car bought in Australia? It is bought because people in Australia have money as a result of their being employed in Australia. They are employed here, and the distribution of wages and salaries enables them to buy certain things. We now find that wages and salaries and all other costs are in the process of being eliminated to the greatest possible extent. By that we are reducing our power to buy goods from the Old Country and, consequently, we are reducing the ability of the Old Country to buy goods from us. It is as simple as that.

To come back to earth and to local and mundane things. The Loan Estimates give the Government power to set up industries and to carry on with this great thing called decentralisation about which we hear so much, and in connection with which we have seminars promulgated by the Minister for Industrial Development all over the country. We had one in Manjimup a short time ago, when we made certain pronouncements and certain suggestions that the Minister for Industrial Development endeavour to use some loan funds and expend them in the district.

It is a remarkable thing, but this Government has had more opportunity of earning money from revenue than any other Government in the State hitherto. It has been able to do so because it has had the glorious opportunity of exploiting our mineral wealth. I would like to know how this Government is able to explain the fall in population in the Manjimup area. According to the *Pocket Year Book* for Western Australia, 1965, we find that in 1961 the population in the Manjimup Shire was 10,195, and that in 1964 it was 9,820. This is a fall in population of 375.

Surely we cannot claim that our State is going ahead by leaps and bounds when population is falling in certain areas! What causes a fall in population? Is it because the natural resources of the area are not being exploited to the full, which results in people being unable to find employment and thus being without wages and salaries and the spending money I spoke about earlier? Or is it because the Government is not doing its duty?

If it is logical to assume that the Government deserves all the praise, and that it should get all the credit for the leap forward in the State's economy, then surely it is equally logical that the Government should accept the blame for the fall in population that is taking place in the Manjimup area. It would seem that the Government wants to take all the kudos and accept all the privileges but that it does not want to accept any of the responsibility.

Let us consider the population of Albany as an example. In 1961 the population of Albany was 10,526, and in 1964 it was 11,500, which is an increase in population of 974. It will be seen therefore that Manjimup has unfortunately been hit to leg; and I cannot accept the proposition that this fall in population is entirely due to the failure of the tobacco industry in Manjimup. It is not. More likely it is due to the failure of the large companies which have come in and which are attempting to exploit our timber wealth. This is a matter which should cause the Government some concern.

I do not favour the policy adopted by the Department of Industrial Development in respect of the establishment of new industries. As soon as it becomes interested in a new industry, instead of doing something about the matter and using loan funds for that purpose, it conducts a seminar and sets up a local committee. The responsibility is thus taken away from the department and reposed in that committee. If the committee fails to do anything to get the industry going then the blame is placed, not upon the Department of Industrial Development, but upon the committee.

I say that governments have an obligation to do something in a district which is slipping backwards, and Manjimup must be slipping backwards. The best indication of prosperity in a district is the number of workers who are placed in employment. When the Government hears the disturbing news that Manjimup is losing its residents to other parts of the State through lack of employment, it has a responsibility to take action to rectify the position. It should not pass the buck on to local committees, by conducting seminars and such like.

I am glad the Minister for Works is in his seat, because I have one matter to bring to his notice. The parents and citizens' association at Northcliffe has been trying for years to have a generating plant installed at the primary school. We have also tried to induce the State Electricity Commission to connect the electricity supply to Northcliffe, but unfortunately the charges are too great unless the local mill also agrees to be connected. In the meantime we have to provide a generating plant at the school, and this is vital, because even during the daytime the light in the classroom is very poor. Nearly all-day long artificial lighting has to be used.

The parents and citizens' association has reached the stage of acquiring a generating plant. Tenders were called, but for

some reason nothing more happened, and now there seems to be a deadlock. Before the generating plant can be installed the building has to be wired, but it cannot be wired because it is not known where the plant will be installed. Provision has also been made to wire the cottage of the teacher, but because of that some financial arrangement must be arrived at with the State Housing Commission, but the commission is hanging fire. I have directed some questions to the Minister for next week, but in the meantime I hope he will look into the matter to see if something cannot be done. I hope that the items which I have brought before the Committee will be taken heed of, especially the question which I posed at the beginning: Why have loans at all?

MR. DAVIES (Victoria Park) [5.20 p.m.]: I do not have very many comments to make on the Loan Estimates. I think the general position was very ably covered by the Leader of the Opposition when he spoke the other evening. However, I would not like to let this occasion go by without expressing some concern on one or two matters.

As far as loan works are concerned, Victoria Park is fairly well off, although there are some matters which require attention. Being an older suburb, over the years Victoria Park has received its share of loan funds, and the type of work to which loan funds are allocated is more urgently required in the newer suburbs.

One of the matters which is causing great concern in my electorate is the increasing traffic congestion south of the river, particularly in Victoria Park and its associated suburbs. One of the first questions I brought up in this Chamber was the need for an additional bridge across the river at Burswood Island. Since that time various officers of Government departments and experts, including Professor Stephenson, have indicated that such a bridge is very necessary to assist the flow of traffic to the southern and eastern suburbs.

The Government has indicated from time to time that it was hoping to press on with this work within a reasonably short period. For that reason I was very dismayed when I read a report in the newspapers recently to the effect that the Premier stated that the building of a bridge at Burswood Island would be postponed indefinitely. As I indicated, some experts have said that in their opinion the provision of this bridge is very necessary. Most of the people in the area concerned believed that construction of the bridge would be proceeded with in a reasonably short time, in view of the reclamation work which has been taking place over the last six months or so along the river foreshore between the Rivervale railway crossing and the Causeway.

I think it was in 1963 when the Premier indicated—according to a report which appeared in *The West Australian*—to a group of businessmen that a start would be made on that bridge later that year. It was also stated in the Government's policy speech that a new bridge would be established over the Swan River near Burswood Island within five years. I agree that policy was only announced earlier this year, and we have about 4½ years to go, but the fact remains that very little of the 4½ years remains if we count the period from the end of 1963 when the bridge was proposed. I think the people in this area have been badly let down by the Government. The fact that the population has increased tremendously in this district is well known to the Government.

I think the actual figures for the electorates of Beeloo, Belmont, and Victoria Park show an increase of over 3,000 enrolments between the years 1962 and 1965. Of course, the increase in the voting strength of 3,000 means that the net increase in population must be greater than that because we have to take into account the families of these people. So on the enrolment figures alone, there is a clear indication of the growing population in the areas from Belmont through to Victoria Park, out as far as Cloverdale and Bentley.

We can expect this area to continue to grow rapidly in view of the proposed marshalling yards and the fact that there is quite a considerable amount of land available at a price for home builders in that area. I do not think there is any need for me to bring to the notice of the House the necessity for another bridge to relieve the congestion which occurs on the Causeway during peak hours. Some figures were quoted in the paper recently indicating that it took one man nine minutes to cross the Causeway because of a hold-up in traffic, when normally, if there is no hold-up and the traffic is not dense, one can get across in as little time as a minute or a minute and a half.

I think it is accepted there will be a holdup on the Causeway every night of the week. It is not possible to get across without stopping several times.

Mr. J. Hegney: It is a bottleneck now.

Mr. DAVIES: It is, as the member for Belmont says. The traffic flow has become almost as bad as it was before the Narrows Bridge was opened. I must confess I do not go home during peak hours. I usually stay at Parliament House until 6 p.m., at which time I can get a reasonably quick ride home. I find I can get home just as quickly by leaving at 6 p.m. as if I left at 5 p.m. and had to drive through the city traffic. Anyone who uses the Causeway during peak hours will recognise the need for an additional outlet for traffic in that area.

Associated with the need for a new bridge over the river at Burswood Island has been the almost impossible condition regarding the traffic flow which exists at the Rivervale railway crossing. I think the member for Belmont will agree with me when I say that there is a continual outcry from people in that area for something to be done to improve the traffic flow.

Not long after I was elected to Parliament the crossing was widened—I do not take credit for it, but it was something like four years ago—and that eased the position for a little while. However, since then people have complained to me that this crossing represents one of the major traffic hazards in the metropolitan area. I think on one occasion the *Daily News* featured the crossing as a serious traffic hazard. One has only to look at the crossing itself to see that it crosses the railway line at an angle; and at the crossing itself six roads converge in spaces of less than 50 yards. The position is now reached, particularly during peak hours, that pedestrians cannot get across the road until the traffic is held up because of the passing of a train.

The other night I received a complaint from the Carlisle Ratepayers' Association and was requested to see if something could be done to ease the position. Apart from the fact that pedestrians cannot get across, there are no safety provisions for them. It is not even possible for them to get half way across the road as people can in St. George's Terrace. We were hoping the hazard at Rivervale crossing would be eliminated by the construction of the new traffic bridge at Burswood Island.

As all members know, the metropolitan region plan shows quite clearly where various overways and underways are to be provided which will allow the traffic to flow more smoothly and quickly. About 100 yards down from the Rivervale crossing, of which I have spoken, there is a crossing in front of the Rivervale Hotel.

I have had complaints from people to the effect that they are unable to safely cross the highway at this point in order to reach the shops that are opposite, despite the fact that three years ago—and I take credit for this—a crosswalk was provided in front of the hotel in the region of which I have spoken. We find that motorists are almost entirely ignoring the existence of the crosswalk. Indeed, one death occurred recently either at the crosswalk or in the region of the crosswalk. This crosswalk might as well not be there for all the good that it is.

Earlier this year I took a petition containing several hundred signatures to the Main Roads Department. This petition was signed by people who had necessity to cross the road at this point; and I asked if something could be done in the direction of safety. I was told the matter would be investigated. At the time, I suggested that pedestrian refuges or islands in the middle of the road might be the answer to the problem. Despite the fact that 10 months have passed, nothing further has been heard from the Main Roads Department. Therefore we have a hazard on the Rivervale Crossing; and about 100 yards further down the road there is a further pedestrian hazard at the shopping centre. In addition, there is a continuous congestion of traffic in this area, both in the morning and in the evening and, particularly, on the weekends when race meetings are being held.

I think the public have been let down by the Government, because of the latest statement by the Premier that construction of the bridge has been delayed indefinitely. I feel the people are entitled to criticise him over it; because, on account of the factors of which I spoke earlier, the people have been led to believe this most important work would be proceeded with and with a minimum of delay. But as time goes on, we find that the start of this work is being put further and further away. With complete honesty—as is usual with the Premier—he has told us that construction has been delayed indefinitely.

I think the people have a right to feel very upset about it. I know they are upset; and I hope that this "indefinitely" will not mean "a very long time," as not only would the bridge ease the traffic congestion at the point I have mentioned, but it would divert some of the traffic which now uses the Causeway and goes to Albany Highway and Shepperton Road.

Mr. Brand: The Government is equally anxious to give relief to the traffic going in that direction.

Mr. DAVIES: I am pleased to hear that, but I would be more pleased if I could hear from the Premier that something definite will be done. The whole article that appears in the newspaper is very vague. It says that there are some difficulties. I should imagine there are difficulties associated with the construction of a bridge. I think that, in answer to a question recently, the Minister for Works indicated to the member for Beeloo that the matter of the traffic rotary in the Albany Highway-Shepperton Road-Welshpool Road area was being investigated by a special committee. From that answer, I take it that this special committee is investigating the general traffic flow through Victoria Park.

I do not know whether this is so, but I must say that this suburb is the hub of the metropolitan area and is probably as busy as central Hay Street is on a Saturday morning. People come from all over the metropolitan area to use the extensive and very good shopping facilities there. Although the Perth City Council is doing its best in regard to parking facilities,

there is such a congestion of traffic that motorists are slowed down to a snail's pace when trying to make rapid progress through the electorate.

Mr. Ross Hutchinson: Actually the increase in traffic has surpassed all expectations of even five years ago. You are probably aware of this yourself.

Mr. DAVIES: As I say, I have not sought figures by way of questions because, as the Minister just indicated, we have only to observe the position on the site during peak hours or, in fact, at any time, to be made aware of the great increase that has taken place in the flow of traffic. The fact that the increase in vehicular traffic has surpassed everything that was expected five years ago, is all the more reason we should hurry on with the work to relieve the congestion.

Mr. Ross Hutchinson: This occasions further research and investigation to determine the best points for crossings, roads, intersections, and the like.

Mr. DAVIES: I do not know—

Mr. Ross Hutchinson: If it were easy, it would be done tomorrow.

Mr. DAVIES: In my opinion there must be another bridge at Burswood Island.

Mr. Ross Hutchinson: That is your opinion; but you are not a road engineer.

Mr. DAVIES: No, I have never claimed to be an engineer; but in my opinion, and in the opinion of others—earlier in my speech I pointed out that this has been stated from time to time by various experts in TV interviews and in the Press—the obvious point for a bridge is at Burswood Island. In fact the article in *The West Australian* suggests that everyone acknowledges that Burswood Island must be the next site for a bridge across the Swan.

As I recall it, the mayor of Nedlands (Mr. Fegus John Darling)—I think he is the mayor—has made it quite plain to the Government that he does not want a bridge down at Point Resolution, which has been suggested. He was quite adamant that the traffic flow should go elsewhere. I am pleased he does not want it, and I am telling the Government I do want it in Victoria Park to ease the congestion.

Something must also be done to speed up the flow of traffic in Shepperton Road. A particularly bad position is developing behind the main shopping area where the traffic comes to a standstill at night because of the heavy haulage using the road, plus the buses. Once a bus stops, everything behind that bus has to stop. I have written to the Main Roads Department to see if something can be done to provide bus bays; because if the buses were able to ease off the road a little, it would enable the following traffic to pass; and this would greatly facilitate the general flow.

I repeat that the public has been badly let down by the Government on this question of a further road bridge across the river. I was shocked, as were many other people, to hear the Premier say it has been delayed indefinitely. I hope that a position will never be allowed to develop whereby the Causeway flow of traffic gets back to what it was like in the days before the Narrows Bridge was opened; although, as I have indicated, the traffic flow is rapidly getting that way already.

I mentioned that the Loan Estimates provided very little work for Victoria Park. I was sorry indeed to see they did not provide for deep sewerage in Lathlain Park, which is only some three miles from the Perth Town Hall. Residents of this area had been hoping this service would have been provided before now; and I understand that it merely entails the enlarging of some of the pumping stations in the region. This would quite satisfactorily serve the purpose. However, once again it has been left out. I continue to press for it and hope it will be provided in the near future.

I am wondering whether something could be done to provide deep drainage for storm water in Victoria Park. A great number of sumps exist throughout the district and these are proving something of a headache. I should imagine at this stage a deep drainage scheme would be costly indeed.

Mr. Brand: You have the answer. You know.

Mr. DAVIES: But is there any planning ahead of it? This is the gateway to the city, as I have said, from south of the river. Incidentally, I am delighted to see the City Gardener has at last been able to clear some of the unsightly land and is going ahead with the planning of gardens. I have advocated this for a long time because well laid-out gardens at that point would provide a showpiece and attract visitors. As it is, it has been nothing but a tangled jungle and eyesore.

I understand the delay has been caused because the Lands Department has not been able to complete the vesting order for something like three years. It was initially commenced in 1962. I have been pressing for it ever since, but I have not checked up on it this year. I am frightened to say anything because if the vesting order has not been completed, the Perth City Council might stop work on the reclamation and the filling it is undertaking. I have therefore let the matter go. I am sure the vesting order will come to light eventually.

Mr. Brand: This is part of the Government's plan for reclaiming that part of the river.

Mr. DAVIES: I am not talking of the foreshore. I am talking of the area which we face as we go over the Causeway. Part

has been cleared and grassed by the Perth City Council; but the rest, as we swing away on Great Eastern Highway towards the airport, is an eyesore. Unfortunately there are now no places for me to erect election signs.

Mr. Brand: That should please the people.

Mr. DAVIES: Yes.

Mr. Brand: That is part of the land fill plan.

Mr. DAVIES: I think part of the area was to be vested in the Perth City Council and a sum something like £8,000 was to be paid and the Perth City Council was to look after the area ever after. The work is being undertaken at present and I hope the vesting order has gone through.

Talking about the approaches to Perth, I must protest about that large unsightly building of Macpherson's on Great Eastern Highway. It completely dominates the river foreshore on the eastern side and it was very bad planning to allow it to be built there.

Mr. Brand: Who allowed it?

Mr. DAVIES: The Perth City Council, no doubt. But I must raise a protest about the size. That is an area for showrooms and there are some very fine showrooms along there. Macpherson's was allowed to move into the area because the Government wanted its land in Murray Street. But the firm has built this huge red brick building and it completely dominates the river foreshore on the east of the Causeway. I do not see how it can be effectively camouflaged. If members have not noticed it, the next time they drive down Adelaide Terrace they should look straight across the river where they would except to see decent gardens and buildings. In the distance is this huge, not very artistic or aesthetically designed building of Macpherson's.

These are minor things, but they do detract from what the Government and the Swan River Conservation Board and the local authorities have been trying to do to beautify the river. Instead of vistas of parks, gardens, and playing fields, there is only this building set back a distance from the foreshore. It is a very unsightly building and one that I very much regret the authorities permitted to be built there.

The subject of schools is the last matter on which I will speak today. I note that although there were some extensions to the Kent Street Senior High School last year—including a canteen—because of the estimated increase in students, particularly in the fourth and fifth years, this school will have several hundred additional students next year and will be hard put to accommodate them. This will mean that the annexe will have to be used, and the annexe I refer to is a number of rooms at the Victoria Park State School. That school is perhaps one of the oldest schools in the metropolitan area. I do not know whether it will be possible to use that school, because earlier last year attention was drawn to the fact that inadequate fire-fighting provisions were available. The matter was being investigated and certain recommendations were made and some equipment was provided. Although it was not provided as promised in answer to a question, it was supplied a few months later and is installed there now.

However, the Victoria Park State School is a two-storeyed school, with several classrooms upstairs. Following the inspection by the fire department, one recommendation was that a second stairway should be provided. This recommendation was conveyed to the Education Department, but I understand the attitude there is that the department will not spend extra money in providing the stairway. The upstairs rooms are not being used. Considerable inconvenience has been caused there. Students from the proposed new Kewdale high school and the students contemplated for the Kent Street Senior High School might yet have to go to the Victoria Park annexe, and the upstairs rooms will probably have to be used.

So I think it is a parsimonious attitude on the part of the Education Department to say that rather than provide an additional fire escape or stairway it would not use the upstairs rooms. I believe they are big rooms, which could be used to advantage.

Referring to the money spent on school buildings and so forth, I wonder whether the Government is really getting value by passing work out to private architects. We were put in an intolerable position at Kent Street school last year. The school wanted the canteen to operate from the beginning of the year; and although the completion of the building was something like two months behind schedule, the canteen committee was able to operate, although at some disadvantage. However, when it commenced to operate, the trouble really started. Before the plans were finalised the ladies who were concerned with the running of the canteen had a conference with the architects and the parents and citizens' association. It was indicated what equipment would be used and what power points would be necessary. We subsequently had our £600 stove delivered to the canteen but found we could not use it because the power line into the canteen was insufficeint to carry the load.

I think this was a basic designing error. Considerable thought was given to what was required and a list of the equipment to be used was given to the architect. The architect subsequently said he had lost the piece of paper and was not certain what was required. The Government spent thousands of pounds building the

canteen and we found we could not get enough power to operate the equipment. I think that is a deplorable state of affairs.

There were a number of other minor details which were not attended to for some considerable time and, in, fact, some of them are not yet finalised. Some of the supports for the fly screens were found to be inadequate and one fly screen has been leaning against a wall for the past six or seven months. I have asked the Education Department whether the matters could be attended to, but the Education Department—I regret to say—is one of the worst departments to get anything from. This applies particularly to buildings. One is sent from one person to another and back again. We have had some intolerable dealings with the department; and when I say "we," I mean the local P. & C. and myself. No-one seems to know who gives the authority. I believe that department should be looked into and some better plan devised to deal with matters such as those I have mentioned.

My final remarks relate to the Kewdale high school. In answer to questions, we have been assured that this school, to which staff has been appointed and to which students have been allocated, will be ready by February of next year. That is for the start of the next school year, and I hope it will be ready. If it is not, I think the only thing I can promise to do is to lead a procession of the irate mothers to the office of the Minister for Education. There are a large number of people in the district who are very concerned that their children are scattered all over the metropolitan area. Some have to attend the Governor Stirling School at Midland Junction to obtain their schooling, and I do not think that is reasonable.

I understand that rooms will be provided at the new school to take first-year and second-year students and that in the following year the school will be able to take third-year students. I am warning the Government that there will be a great public outcry if the Kewdale high school is not ready for occupation at the start of the next school year. Possibly the Government is aware of the circumstances, but I repeat on behalf of myself and the member for Belmont, and the member for Beeloo—and indeed I am sure those members will have something to say before the end of the session—it is a matter of great concern. It is not fair to the students and staff and not fair to the parents of the students.

Those are the matters I wish to speak on. There is plenty which could be said. I must once again repeat that I believe the public who live south of the river, in the area about which I have spoken, feel let down by the statement of the Premier that the building of the bridge at Burswood Island has been delayed indefinitely.

Progress

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

House adjourned at 5.55 p.m.

Legislative Council

Tuesday, the 12th October, 1965

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