

## ADJOURNMENT OF THE HOUSE: SPECIAL

**THE HON. A. F. GRIFFITH** (North Metropolitan—Minister for Mines) [9.37 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 22nd August.

Question put and passed.

*House adjourned at 9.38 p.m.*

## Legislative Assembly

Wednesday, the 16th August, 1967

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

### QUESTIONS (19): ON NOTICE TERRACE ROAD-EAST STREET JUNCTION

*Motor Accidents and Warning Signs*

1. Mr. **BRADY** asked the Minister for Police:

- (1) How many accidents have been reported between motor vehicles at the junction of Terrace Road and East Street, East Guildford (near rail crossing) in the past two years?
- (2) Has consideration been given to warning motorists or erecting warning signs to indicate danger at this junction?

Mr. **CRAIG** replied:

- (1) Thirty-four accidents have been reported for the two-year period ended the 31st March, 1967.
- (2) Consideration is being given to the erection of warning signs. Additionally, a study is being made by the Main Roads Department with a view to minimising the hazards associated with the nearby rail crossing.

### PROTOCOL

#### *Official Precedence List*

2. Mr. **GRAHAM** asked the Premier: What is the current situation regarding the adoption of an official table of precedence of distinguished persons and representatives at official functions (*vide* Legislative Assembly Votes and Proceedings, the 3rd November, 1966)?

Mr. **BRAND** replied:

Inquiries made in other States, and in the Commonwealth field, indicate a lack of uniformity in matters of precedence. In consequence, difficulty is being ex-

perienced in finalising an official table for this State. Efforts are being continued to overcome this lack of uniformity.

### HEALTH

#### *Used Bedding and Clothing: Disinfection at Charitable Sales*

3. Mr. **FLETCHER** asked the Minister representing the Minister for Health:

Re extract from *Government Gazette* No. 94, the 27th October, 1966, "Bedding and Worn Clothing," paragraphs 5 to 10 inclusive:—

- (1) Are these regulations to be interpreted that every individual article in a jumble sale or thrift shop selling goods for charitable purposes shall bear a label indicating—
  - (a) that that article has been treated and disinfected;
  - (b) the address of those who treated the article;
  - (c) the date on which the treatment was carried out?
- (2) Are the regulations elastic enough to permit, for example, a child's treated shirt or singlet to be sold in the manner mentioned—
  - (a) without a label;
  - (b) with a label attached to an assortment of items;
  - (c) with a notice prominently displayed to cover all treated articles offered for sale?
- (3) If the answer is that every individual article has to be so labelled, will not this impose a difficult, if not impossible, impediment upon the fund raising jumble sales sponsored by, for example, the Red Cross, Civilian Maimed and Limbless Association, etc.?

Mr. **ROSS HUTCHINSON** replied:

- (1) to (3) The regulations are intended to apply to regular trade in worn clothing and not to periodical jumble sales and similar activities conducted for charitable purposes. It is considered that the regulations are sufficiently elastic to permit of their application with the discretion indicated.

### COURTHOUSES

#### *Kalgoorlie: Heating*

4. Mr. **EVANS** asked the Minister representing the Minister for Justice:

- (1) Has any consideration been given to installing a more adequate form

of heating in the courthouse at Kalgoorlie?

- (2) If not, having regard to the fact that the courtroom is on the upper floor of a stone building and that Kalgoorlie's winter continental climate causes great inconvenience from the cold to litigants and court officials, will he please consider the provision of this facility?
- (3) Will he give consideration to having the witnesses' room at the Kalgoorlie courthouse made more comfortable by provision of a heater and better seating accommodation?

Mr. COURT replied:

- (1) to (3) An examination of the accommodation and facilities at the Kalgoorlie courthouse is now being made with the view to improving the layout of offices, remodelling the courtroom, and, generally, providing better conditions for staff and public. The matter of improvements to the form of heating in the winter and cooling in the summer will be examined also.

#### PASTORAL PROPERTIES

##### *Laverton-Giles: Particulars*

5. Mr. BRADY asked the Minister for Lands:

- (1) What number of pastoral properties are—
  - (a) leased;
  - (b) vacant,
 in the area between Laverton and Giles on the South Australian border?
- (2) What area of land is—
  - (a) unclassified;
  - (b) held for mining purposes;
  - (c) held for aboriginal reserves, in the same area?

Mr. BOVELL replied:

- (1) The areas leased between Laverton and Giles, and those unselected, are shown on plan "A" which it is requested be tabled for one week. The vacant Crown land is that outside the sections delineated in accordance with the legend on the plan.
- (2) Plan "A" illustrates the area which has been classified and that which is set apart for aboriginal reserves.  
Plan "B," which it is also requested be tabled for one week, indicates the areas held under mineral reservation.

*The plans were tabled for one week.*

#### TIMBER

##### *Hardwood and Softwood: Cultivation in the North*

6. Mr. BRADY asked the Minister for the North-West:

- (1) What efforts have been made to grow—
  - (a) hardwood;
  - (b) softwood;
 timbers in the north-west districts or West Kimberleys?
- (2) Has any consideration been given to using some of the Kununurra area for experimental purposes?
- (3) Is he aware a type of Cyprus pine is being grown near Darwin?

Mr. COURT replied:

- (1) to (3) We are aware of the Northern Territory work on Cyprus pine.

The practicability of similar work in Kimberley, although not encouraging at this stage, is being studied.

Likewise, the question of commercial timber production generally in Kimberley has received consideration but currently does not appear economically viable.

#### STAMP DUTY

##### *Anomaly between Associations Incorporation Act and Business Names Act*

7. Mr. W. A. MANNING asked the Premier:

- (1) Can a person trading in his own name, or a body incorporated under the Associations Incorporation Act, elect to pay stamp duty under section 99A of the Act?
- (2) If not, why not?
- (3) What special virtue has a business registered under the Business Names Act, 1962, which gives it the privilege of section 99A against an incorporated association which has not that privilege?
- (4) Will he consider amending the Act to correct the apparent anomaly?

Mr. BRAND replied:

- (1) Yes, if they also fall within categories (a), (b), or (c) as listed under the head of duty "RECEIPT" in the second schedule to the Act.
- (2) Unless a person falls within categories (a), (b), or (c) as listed under the head of duty "RECEIPT" in the second schedule to the Act, he cannot elect under the existing provisions of section 99A.
- (3) The registration of business names is compulsory under the Act. Registration of incorporated associations is voluntary.

Most registered associations are non-profit making or non-trading and if included among the persons eligible to elect to pay duty under section 99A they would lose the exemption for receipts of less than \$10.

- (4) There is no anomaly as the exemption on receipts for amounts less than \$10 applies to all persons other than those falling in categories (a), (b), or (c).

*Application to Sale of Produce and Livestock*

8. Mr. W. A. MANNING asked the Premier:

- (1) Are proceeds received by a stock agent for sale of produce or livestock on behalf of a client subject to stamp duty?
- (2) When the same proceeds are passed on to the farmer, in full or in part, are such proceeds again subject to stamp duty?
- (3) If the answer to (2) is "Yes," how does such a transaction differ in principle from those of an estate agent and client, or a solicitor and client?

Mr. BRAND replied:

- (1) Not in the hands of a stock agent if he is agent for a principal in Western Australia. If the principal is outside Western Australia—yes.
- (2) Proceeds are only subject to one duty charge.
- (3) There is no difference.

**NURSES**

*Re-engagement for Geriatric Cases*

9. Mr. FLETCHER asked the Minister representing the Minister for Health: In view of recently commented upon overcrowding in Royal Perth Hospital, asserted to be attributable largely to slow turn-round in beds occupied by geriatric cases, will he give further thought to implementing my suggestion (question, the 13th October, 1965) relative to—

- (a) the Public Health Department ascertaining the names and addresses of non-active trained nurses in metropolitan and country areas;
- (b) paying any willing nurses on a part-time award basis to care for suitable geriatric cases in their own home under the supervision of their own general practitioner until such patients needed hospitalisation;

and in so doing relieve the overcrowding in hospitals?

Mr. ROSS HUTCHINSON replied:

- (a) The vast majority of non-active trained nurses remain on the register of nurses.
- (b) The Silver Chain Nursing Association provides nursing care in the patient's home. The Silver Chain is subsidised by State and Commonwealth Governments to provide this service. The geriatric service of the Public Health Department encourages the early return of patients from hospitals to this domiciliary service.

**LOCAL AUTHORITIES**

*Adoption of New Standing Order By-laws*

10. Mr. JAMIESON asked the Minister representing the Minister for Local Government:

- (1) Since the coming into operation of the Local Government Act, 1960, how many local authorities have not yet adopted the new standing order by-laws?
- (2) Which local authorities have since adopted the model standing order by-laws?
- (3) Which local authorities have adopted—
  - (a) their own set of standing order by-laws; or
  - (b) variations of the model standing order by-laws?

Mr. NALDER replied:

- (1) One hundred and ten.
- (2) Towns: Albany, Boulder, Bunbury, Claremont, Kalgoorlie, York (now Shire of York).  
Shires: Ashburton, Balingup, Bassendean, Belmont, Beverley, Bridgetown, Brookton, Cockburn, Collie, Dandaragan, Dumbleyung, Gnowangerup, Gosnells, Greenbushes, Kalamunda, Kojonup, Leonora, Manjimup, Marble Bar, Merredin, Mingenew, Mundaring, Plantagenet, Tableland, Sandstone, Victoria Plains, Wanneroo, West Kimberley.
- (3) (a) Cities: Fremantle, Nedlands, Subiaco.  
Towns: East Fremantle, Melville, Mosman Park.  
Shires: Busselton, Kwinana, Perth.  
(b) of the 34 municipalities which have adopted the Draft Model By-laws (Standing Orders) No. 4, the following have made variations:—  
Shires: Balingup, Bassendean, Bridgetown, Cockburn, Gosnells, Greenbushes, Kojonup, Manjimup, Merredin,

Mundaring, Plantagenet, Victoria Plains, West Kimberley, Towns: Albany, Bunbury, Claremont, Kalgoorlie, York (now shire).

### PRISONERS

#### *Handcuffed in Public*

11. Mr. MOIR asked the Minister for Police:

- (1) Is he aware that recently a prisoner was escorted, handcuffed and in full view of the public, from the No. 1 platform at Perth railway station to the parking area outside the station?
- (2) Could not some other method be adopted when escorting prisoners to spare them this humiliation?

Mr. CRAIG replied:

- (1) No. If the honourable member could advise the date of the occurrence in question, inquiries will be made.
- (2) Answered by (1).

### DE LEUW CATHER & COMPANY

#### *Ring Road System: Reappraisal*

12. Mr. TONKIN asked the Minister for Works:

Will he supply the specific terms of reference given to De Leuw Cather & Company in connection with the assignment to make a reappraisal of land use and of the inner ring road?

Mr. ROSS HUTCHINSON replied:

De Leuw Cather & Company are retained by the Main Roads Department to undertake planning investigations and the preparation of a planning report for the development of the inner ring road and the freeway approaches and interchanges within three miles of the inner ring road including the planning of such road connections as are necessary to give an adequate level of access to the existing and proposed street system. The report should include an economic analysis of various segments of the system and recommendations for priorities of construction and the staging of the construction programme.

The assignment does not include a reappraisal of land use.

### STANDARD GAUGE RAILWAY

#### *Terminus at Fremantle: Variation of Agreement*

13. Mr. JAMIESON asked the Minister for Railways:

- (1) Was not the intention of the original standard gauge agreement

with the Commonwealth Government to provide a standard gauge line through Perth to Fremantle?

- (2) If so, who made representation to vary the original agreement?

Mr. O'CONNOR replied:

- (1) Yes, but provision was made in subclause (4) of clause 6 of the agreement for the route to be varied as necessary for the more effective fulfilment of the objectives of the agreement.
- (2) Representations were made by the State Government and were based principally on the considerable savings in construction costs and the improved operating efficiency to be achieved by the amended route south of the river.

### MOTOR VEHICLE INSURANCE TRUST

#### *Losses and Profits*

14. Mr. NORTON asked the Minister representing the Minister for Local Government:

- (1) Who is responsible for the meeting of any loss incurred by the Motor Vehicle Insurance Trust?
- (2) In the event of the Motor Vehicle Insurance Trust making a profit, to whom would this surplus be paid?

Mr. NALDER replied:

- (1) The insurance companies participating in the trust.
- (2) In the event of the trust making a surplus in any year, participants would be entitled to a dividend not exceeding an amount of 5 per cent. of the premiums for that year.

### SCHOOL CHILDREN

#### *Cost of Education*

15. Mr. BURT asked the Minister for Education:

What is the overall cost per annum of educating a child who is a pupil of—

- (a) a Government primary school;
- (b) a school of the air;
- (c) a correspondence class?

Mr. LEWIS replied:

- (a) Cost per primary pupil—\$167 per annum.
- (b) and (c) Cost per pupil in correspondence class, including schools of the air—\$387 per annum.

### MOTOR VEHICLES

#### *Mechanical Checks: Introduction of Legislation*

16. Mr. DAVIES asked the Minister for Police:

- (1) Is it anticipated that action will be taken to introduce compulsory

periodical mechanical checks of motor vehicles?

- (2) If so, will legislation be introduced during this session of Parliament?

Mr. CRAIG replied:

- (1) Yes.  
(2) This depends on the result of negotiations taking place for the acquisition of a suitable site to erect an inspection station in the metropolitan area.

#### RAILWAYS

##### *Phillimore Street Overway: Restoration*

17. Mr. FLETCHER asked the Minister for Railways:

In view of the fact that the Fremantle Port Authority, the Fremantle City Council, and his department have jointly agreed to share costs associated with the restoration of the Phillimore Street footbridge, Fremantle—

- (1) What impediment prevents immediate commencement of restoration work by the Railways Department and/or the Fremantle Port Authority?  
(2) If no impediment, will he endeavour to arrange early commencement of work to restore an amenity, lack of which causes considerable inconvenience to port workers, the general public, and the Fremantle business interests, which lose trade as a consequence of the present absence of the footbridge mentioned?

Mr. O'CONNOR replied:

- (1) Commencement is delayed pending confirmation from the City of Fremantle that it will share the cost of maintenance, shortening of the bridge, if required, and lighting. This item will be considered by the council on the 21st August.  
(2) If confirmation of agreement is received from the City of Fremantle, design work will be instituted as early as practicable.

#### MILK

##### *Free Supply to School Children*

18. Mr. GUTHRIE asked the Minister for Education:

- (1) In what parts of the State is free milk distributed to school children?  
(2) What was the total cost of the scheme in each of the financial years 1964-65, 1965-66, 1966-67?

Mr. LEWIS replied:

- (1) Throughout the entire State. I might say here that it is not pos-

sible in all cases to deliver fresh milk, but either fresh milk or powdered milk is delivered.

			\$
(2)	1964-65	....	631,088
	1965-66	....	626,877
	1966-67	....	721,294

#### RATING

##### *Change in Method*

19. Mr. HALL asked the Minister for Works:

Has the Government made a final determination to change rate valuing methods from net annual value to site valuation or unimproved capital value?

Mr. ROSS HUTCHINSON replied:

The Government does not at present intend to change the existing policy of rating country town water supplies on an annual rental value basis.

#### QUESTIONS (5): WITHOUT NOTICE

##### DE LEUW CATHER & COMPANY *Ring Road System: Reappraisal*

1. Mr. TONKIN asked the Premier:

My question arises from the answer given by the Minister for Works this afternoon to question 12. Can the Premier tell me whether there is to be a reappraisal of land use, and is there to be a reappraisal of the inner ring road?

Mr. BRAND replied:

I cannot specifically answer these two questions off the cuff. The Government has given approval to a reappraisal of the whole of the regional plan, and presumably this will have regard for the entire plan without committing any part of it. It will be quite unwise for me to commit the department to a reappraisal of the inner ring road, or of any section of the plan. It must be considered as a whole and reappraised as a whole.

##### *Press Report on Reappraisal*

2. Mr. TONKIN asked the Premier:

Would he then say that the statement as reported in the Press as coming from him—that there would be a reappraisal of land use—was a misrepresentation?

Mr. BRAND replied:

The whole of this question will be included in the reappraisal, and I presume that if it is land use, or the inner ring road, or any other specific issue within the metropolitan region plan, the whole matter will be reappraised. At this stage I do not propose to say

that any particular part of it will be considered, but I presume that land use will come under review.

*Ring Road System: Reappraisal*

3. Mr. TONKIN asked the Minister for Works:

Will this complete reappraisal just mentioned by the Premier be taken out by De Leuw Cather & Company, or will some other department or organization be involved in the reappraisal?

Mr. ROSS HUTCHINSON replied:

I am not able to answer completely the matter as it relates to the complete reappraisal of the regional plan. If the honourable member wants a complete answer he will have to direct a question to the Minister for Town Planning. The reappraisal I spoke of last night in response to the amendment moved, dealt with the reappraisal that was asked of De Leuw Cather & Company, in regard to how the southern leg could be fitted adequately into the ring road system without any land being reclaimed from the river between Union Jack Square and the Causeway.

4. Mr. TONKIN asked the Minister for Works:

- (1) Was this assignment he has just mentioned given verbally to De Leuw Cather & Company or was it in writing?
- (2) If it was in writing, why was it not possible for the Minister this afternoon to mention the specific terms referred to in my question?

Mr. ROSS HUTCHINSON replied:

(1) and (2) I find it difficult to understand the meaning behind the question asked by the Leader of the Opposition.

Mr. Graham: We know you do.

Mr. ROSS HUTCHINSON: I do not imagine the request to De Leuw Cather & Company was in writing; I should think it was verbal.

Mr. Brand: What does it matter?

Mr. Graham: There is something phoney about it.

Mr. Brand: There is nothing phoney about it. Do not judge others by yourself.

Mr. ROSS HUTCHINSON: During my speech last night I made plenty of reference to the inner ring road, and to the southern leg of the inner ring road. Perhaps if the honourable member read my speech—

Mr. Tonkin: It has nothing to do with your speech.

Mr. ROSS HUTCHINSON: —he would understand the position better.

5. Mr. TONKIN asked the Minister for Works:

I desire to address a further question to the Minister, and I trust he will accept that I am endeavouring to get information to which I believe I am entitled. I preface my question by reminding the Minister that in answer to a question this afternoon he indicated that De Leuw Cather & Company was asked to see how the southern leg of the ring road would fit into the system. That was in answer to a question without notice. If De Leuw Cather & Company was specifically asked to give consideration to the southern leg of the inner ring road, would there not be specific reference to it; and, if that was so, why was it not possible for the Minister this afternoon in answer to a question to supply the specific terms of reference?

Mr. ROSS HUTCHINSON replied:

The two things are entirely different. If the Leader of the Opposition will read his question again, then read the answer I gave him, and then have regard for the question he asked without notice and my answer to it, he will realise that the two questions are only related because they are related to the inner ring road. I have answered the question that was on the notice paper; and if there is any other way I can help the honourable member, and if he will be outspoken—tell me, or write the question down—I will have the matter examined. However, I am at a loss to understand what the honourable member is getting at.

*Disallowance of Further Questions*

The SPEAKER: Order! I do not think we will have any more questions without notice on this particular subject.

Mr. TONKIN: For my information, Mr. Speaker, will you tell me upon what Standing Order you are making such a ruling?

The SPEAKER: I have not made a ruling, because questions without notice are not covered by any Standing Order. It is a matter which rests with the discretion of the Speaker.

Mr. TONKIN: May I take it there is some purpose, known to you, which you have not yet disclosed, that has made you decide to muzzle me in connection with this matter?

The SPEAKER: I think the Leader of the Opposition is getting on dangerous ground, because I have

no intention of muzzling him or anybody else in this Parliament. I think he is trying to suggest something which he knows is not true.

The point is, there seems to be a good deal of misunderstanding on both sides as to who said what and it is developing into a cross-examination. I believe it would be beneficial for both sides if we got back to the accepted practice of written questions and written answers. That is the reason why we should not continue with this cross-examination.

Mr. TONKIN: Without hesitation, I bow to your ruling, but it has been the practice to permit questions without notice in order to obtain clarification of answers which have been given in the ordinary way to questions on notice. I do not think that you, Sir, or anybody else, could say that my questions have not been straightforward and relevant to the matter under discussion. All I sought to do when you said you would not permit me to do it, was to ask the Minister if any specific instructions on any matter in regard to the ring road had been given to De Leuw Cather & Company. That lends itself to a straight answer, "Yes" or "No."

The SPEAKER: This could be the case, but I would also remind the Leader of the Opposition—and he knows this very well—that one of my predecessors cut out all questions without notice. So there is a precedent to stop them.

Mr. TONKIN: Do I understand it is your intention so to do; because we should know?

The SPEAKER: I do not think anybody in the Chamber would interpret what I have said in that way.

Mr. J. HEGNEY: When I became Speaker, representations were made to me from the then Opposition on the issue as to whether or not I was going to allow questions without notice. As my predecessor had refused to allow them, I answered, "Yes." That request came from the then Opposition, which is now on the Government side.

Mr. Court: The Speaker has not refused questions without notice.

Mr. Kelly: Why not answer questions without being dumb about them?

Mr. Graham: What are you covering up?

The SPEAKER: Are there any further questions without notice?

Mr. TONKIN: Surely, having decided that no further questions without notice can be asked by me, you, Sir, are showing discrimination if you permit others to ask questions without notice.

The SPEAKER: The House can decide this.

Mr. TONKIN: It is well to have the position clarified, as I think your ruling was directed at myself to prevent me from asking any more questions without notice.

The SPEAKER: I think the Leader of the Opposition is getting on extremely dangerous ground. He is reflecting on me when he says I am discriminating against him.

Mr. TONKIN: I did not say you were discriminating against me at all.

The SPEAKER: What I said was that there will be no more questions without notice on this particular subject. I think the Leader of the Opposition knows this perfectly well. If there are no further questions, we will get on with the business.

#### ADDRESS-IN-REPLY: EIGHTH DAY

##### *Motion*

Debate resumed, from the 15th August, on the following motion by Mr. Elliott:—

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

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

MR. BURT (Murchison) [4.56 p.m.]: I desire to take this opportunity to discuss several matters concerning my electorate and the State as a whole. As I was fortunate enough during the parliamentary recess to enjoy a trip abroad, I would like to make one or two comments and observations on some of my experiences.

I think anyone who does travel abroad is rather staggered at the size of the population which is in evidence in every country he visits. I suppose it is only natural for us to compare the things of our own country with those of others, because what occurs elsewhere affects so many things that we are endeavouring to improve in this continent of ours and, particularly, in the State of Western Australia.

I suppose my wife and I could be termed tourists in the real sense of the word, inasmuch as we covered the territory of the United States of America, the United Kingdom, and Europe in a private capacity and more or less made our own way from day to day.

It is on tourism that I wish to compare some of the amenities we found, particularly in America and, to a lesser degree, in the United Kingdom and Europe. In the United States we found that tourists were extremely well received wherever they went. We were made very welcome in every sphere by all persons with whom we came in contact. I refer to the cab drivers, hotel receptionists, restaurant and cafe assistants, and so on. I think it is important to make visitors welcome with a cheery word and greeting, because this means a tremendous lot, and it is something that we in Western Australia could learn about.

In recent years the accommodation provided for tourists in this State has improved tremendously. No longer do we go into the accommodation section of hotels and feel more or less like pariah dogs, particularly in country hotels, where consideration was always given to the drinking facilities and guests made to fend for themselves. That certainly did not occur in any of the hotels which we visited. In fact, we were taken to our rooms and shown our accommodation before we even decided to accept it. This is the case throughout the United States, England, and Europe.

It was easy to arrange travel at a moment's notice with some of the organised bus services; and I was surprised at the speed with which we were able to hire cars for our own use. A great number of tourists are encouraged to take what is known as package tours, and for days ahead one can arrange transport, accommodation, and visits to night clubs, if one is so inclined; and even dinners and drinks are paid for before one leaves one's previous stopping place. All this goes to ensure there are no worries for tourists, and I feel something can be done in that respect in this State. I have in recent weeks seen advertisements here of a similar nature in regard to tours throughout the north-west.

The welcome accorded to tourists on the Continent varied quite considerably. Unfortunately France seems to have earned a reputation for not welcoming visitors, and we found that to be the case also in West Germany.

So serious has this problem become in France that the Government has introduced a policy whereby any goods purchased and paid for with a traveller's cheque are given a discount of 20 per cent. This arrangement, of course, is subsidised by the Government. Also, competitions have been organised amongst the staffs of

the various hotels and resorts throughout France in an endeavour to encourage a friendly approach and welcome to tourists. Guests are invited to answer a questionnaire, and the head waiter or the receptionist who receives the greatest number of points wins a trip around the world, or something similar, at the end of the year.

I think the French Government realises that the travelling public is getting through its country as quickly as possible and going on to Spain or Switzerland. We experienced a happier welcome in both Austria and Switzerland than we experienced in France or West Germany.

The traffic in the European countries has to be seen to be believed. Foolishly, or otherwise, I hired a car, but before I had done very much driving at all I found myself on board a ferry bound for France, and before long on the road to Paris. Next day—on a Friday morning—I was in La Place de Concorde with about 25 lanes of traffic on all sides. As is well known, French drivers rush at any opening in the traffic in an attempt to break into it. On this occasion I sent up a silent prayer hoping that I was having a nightmare and that I would wake up in the main street of Yalgoo. I was not as lucky as that, but I managed to survive.

Apart from the traffic in the cities—which is extremely nerve racking—travelling in the country areas of the European nations is made easy by the signposting and the numbering of all highways, whether large or small. It is simply fantastic. No traveller should ever get lost, but if he does it should not be for very long.

In the United States we did not drive our own vehicle, but we were impressed with the tremendous number of underways and overways which had been built in that country. In fact, in Los Angeles we saw as many as six overways, one on top of the other. It is necessary in the United States because train traffic seems to have been reduced to a minimum and the whole nation of nearly 200,000,000 people appears to travel by car or bus.

Mr. Graham: We seem to be laying the foundation for a six-storied overway on the Perth waterfront.

Mr. BURT: I hope we will soon have the population to warrant that.

Mr. Graham: It will be a beautiful looking city then!

Mr. Brand: It will.

Mr. BURT: I found a number of cities inflicted with these concrete structures, and I, for one, cannot see how they can be avoided.

Mr. Graham: Why look at the United States?

Mr. BURT: I saw just as many in Europe as I did in America.



Mr. Graham: Not the type of structures that are in the United States.

Mr. BURT: The autobahns in Germany are exactly the same, with overways and underways.

Mr. Graham: No, not six storeys.

Mr. BURT: Perhaps not that many, but the population is not so great there.

In London the traffic is tremendous, and it was interesting to note that the present Minister for Transport in the United Kingdom Government, Barbara Castle, is contemplating keeping all large vehicles out of the city of London and encouraging people to go into the city in small mini cars.

I understand that an attempt will be made to keep large cars out of London by means of a meter which will be installed in them. By some sort of electronic device, the meter will start to operate as soon as the vehicle enters the city of London, and a toll will have to be paid.

In the United States the speed limits vary between 60 and 70 miles an hour. Not once did I come across a highway without a speed limit in America. A different situation, of course, exists in Europe where some very frightening speed limits are posted. That is frightening, until one realises that the speeds are given in kilometers instead of miles. Even so, the traffic in Europe is allowed a pretty free hand.

Two points which I did notice during my travels, and which concerned traffic, could be given consideration in this State. In every country I visited, parking was allowed on either side of the road in either direction. This applied in two-way streets. If a motorist saw a vacant parking spot on the opposite side of the road he was allowed to cut across—providing there was no traffic coming in the opposite direction—and park his car the opposite way to the vehicles on that side of the road.

Mr. Rowberry: Only during daylight.

Mr. BURT: That seems a sensible scheme to me. It must, of course, save a tremendous amount of time, and obviate the time lost when one sees a vacant spot on the other side of the road and, after finding somewhere to make a turn, finds the spot taken.

Mr. Gayfer: Don't you think the narrow roads in Europe help that scheme?

Mr. BURT: Perhaps the narrow streets do make it necessary, but a great number of our streets are little wider than those in Europe.

Mr. Rowberry: That system of parking is allowed only during daylight.

Mr. BURT: I understood it was allowed at night time as well. Another scheme which I thought was rather good was that of marking a road where it entered a major road. Instead of a stop sign being erected, the surface of the road was marked with white crosses between two lines. That sig-

nal advised the motorist that he was entering a more important road—not necessarily a major road—and he had either to stop or give way. I did not see any give way to the right rule at all, except on the roundabouts.

Mr. Graham: You were not very observant.

Mr. BURT: I do not know why it is that half the drivers of the world must drive on the left-hand side of the road and the other half on the right-hand side of the road. I will never understand why this has come about; and, as I have mentioned, my own experience was rather trying. It seems that those who live in England and visit the Continent regularly get used to the idea. There seems to be something wrong when one group of countries uses the right-hand side of the road to drive on, and a country such as England—which is separated from them by only 25 miles of water—uses the left-hand side of the road to drive on. The whole of Asia and Africa drive on the left-hand side of the road as we do in Australia whilst the United States and Europe use the right hand side.

Mr. Craig: Isn't Sweden changing to the right?

Mr. BURT: Yes, I understand Sweden is changing to the right, at last, to conform with other European countries. The situation is similar to that whereby we have different railway gauges in different States of Australia.

I would like to mention the excellent work being done by our Agent-General, Mr. Wild, and his staff in Western Australia House in London. This trip was my first to London and so I was saved the ordeal of having to visit what was known as Savoy House. I was told that it was a derelict and shabby building. However, the Agent-General and his staff are now very comfortably housed in a good type of building. From all sides of the city of London I heard excellent reports of the work being done.

Mr. Rowberry: Do the people in London know where Narrogin is?

Mr. BURT: I did not ask them. Western Australians are generally made very comfortable, and the Agent-General is continually interviewing visitors from this State and helping them on their way. He also spends a great deal of time making arrangements for immigrants who are coming to Western Australia. In fact, I do not think he has ever missed saying farewell to any migrants when they leave Southampton on their way to this State.

Mr. Bickerton: Does he say, "Hello" when they get back?

Mr. BURT: I do not think it will do any harm to mention that one feature at Western Australia House on a Monday morning is the posting up of the football results from Western Australia. These are received from the Secretary of the Clare-

mont Football Club, and there are never fewer than 20 or 30 people there to see the results. Incidentally, the Saturday evening papers feature Western Australian soccer results, but they do not consider the league results worth while publishing.

Mr. Graham: The soccer results are only published because of the pools, not because of the interest in the game played here.

Mr. BURT: That is right. Another point I did notice was the *The West Australian*, which arrives two or three days after publication in Western Australia, costs 10s. in London. That seems an exorbitant charge, but that is the price charged by the airline companies for taking one newspaper to London.

Whilst in America I met some of the principals of the Western Australian Development Corporation. As we all know that corporation has created a lot of interest in this State. The representatives of the corporation were good to me in Los Angeles and I was taken by them to an area in California known as Antelope Valley. I was told that this place once resembled the type of country found at Wiluna. With the use of underground water, quite a lot of farm development has taken place over the past 25 years and it is now a highly-productive area, producing lucerne—or alfalfa, as the Americans call it—and fruit, nuts, and other primary products.

However, it was disquieting to see that speculators were travelling over 60 miles from Los Angeles and offering farmers \$1,500 an acre for the land, which was required for building; but for the past 25 years or so it has been producing food. Many Americans realise that their country is rapidly becoming over-populated, and houses are now being built where food was previously grown. We met many people who were interested in coming to Australia and they termed Australia as the last frontier country in the world. Those people realised that with the growth of the population in America there would soon be insufficient land on which to grow food.

In New York I met Mr. Davidson, the Chairman of the Western Australian Development Corporation, and I hope I have interested that corporation sufficiently for it to come to Wiluna to try out some of its modern methods of growing produce in a country which has hitherto grown nothing but pasture. The corporation, of course, would use underground water.

Mr. Moir: The Country Party members will not like that.

Mr. BURT: I should hope those members would not object to any developments. I think that everybody would welcome the corporation. It will be welcome at Wiluna, and I think it will be equally welcome in other arid areas throughout Western Australia.

As members of this House probably are aware, I am very much in favour of this

corporation being allowed to take up country in the Nuystland area east of Esperance. I consider that people do not realise the quality of this corporation; that is, the brains and the money that are behind it. It has been referred to as "go-getting Yanks" but I personally do not believe that to be true. I do not think it can be placed in a similar class to others who, perhaps, have been greedy in taking up country in different places. The Western Australian Development Corporation's project is one of total regional development. I do not think its intentions could be regarded as being limited to agricultural or pastoral activities. It wishes to explore the possibility of developing areas for light industry, research institutions, transport, and recreation. However, such developments cannot be realised unless the corporation has adequate powers in each case, without the necessity of recourse to specific authorisations from Government departments. Nothing can be done by it if it is subject to constant restriction.

I sincerely hope that the Trust—as it is now called—will go ahead, not only with land to the east of Esperance, but also in Wiluna and other areas further north where research is so tremendously needed by men of this standard of brains, knowhow, and experience.

One of the shareholders—the Battelle Institute—in the Western Australian Development Corporation is definitely a non-profit making organisation. I understand it was formed from money provided through the wills of a number of wealthy Americans who genuinely desired to do something useful in the world in the growing of food. They now want to send an expert to an area surrounding the Warburton Range—probably one of the most arid areas in Western Australia.

Mr. Grayden: What does the Battelle Institute have to do with the corporation?

Mr. BURT: The Battelle Institute is one of the shareholders in the corporation. I thought everyone knew that fact. It is eager to spend a considerable amount of money to prove or disprove the various lines of research.

Mr. Grayden: Is the Battelle Institute a non-profit organisation?

Mr. BURT: The corporation is engaged in this activity because it realises there is a possibility of being able to utilise arid land for growing food for the world in general, which, as we all know, is short of food. I hope very much that it will be given the opportunity at least to try out the great experience it has. I know that if we dillydally round very much more it will pack up and go to some other State or country and we will lose it altogether.

I now want to refer to a matter which is very near to my heart and, after speaking, I hope it will be nearer to the hearts of the 12 good men and true that form our

Cabinet. I am referring to the proposed closure of the Leonora railway line. Last Friday I attended a meeting at Leonora in company with other members who represent that district, and with the Minister for Railways. We heard some very excellent submissions put forward as to why the line should be retained, at least for a period. Of course, any railway closure is a very unhappy event in the district concerned. In this case I understand that if it were closed it would be the longest single line ever closed by a Government in this State. The district concerned is a very large one; there are 57 pastoral properties and several small but regular mining projects which are serviced by this railway line. In Mr. Wayne's report which was published last year he mentions—

Railways always have been and still are, an important aid to decentralisation. This policy is evident in the method of telescoping freight rates for longer distances and there seems to be no valid reason to deviate from this policy.

When he discussed the general financial position of the W.A.G.R., Mr. Wayne stressed and I quote—

The railways should not be judged by the same financial criteria one applies to industries that are not burdened with community responsibilities.

As everyone knows, in the case of Leonora and the surrounding districts, blow after blow has been struck with the decline of the goldmining industry in the post-war period. I agree with the members who submitted evidence to the Minister last Friday and said that the closure of the railway line would just about be the final blow. Five families would be directly affected. In other words, five families would leave the district or would have to be employed elsewhere than along the railway line. I consider that would set up a chain reaction which would affect the whole town of Leonora to the extent that it would probably lose its drive-in theatre and a store or so, and it might even affect the doctor who is now resident in the town. Everything seems to be just in the balance with regard to the present population.

It is only recovering from the blow of the closure of the Sons of Gwalia mine which was delivered to it in 1964. Only this year another mine, the Mt. Ida mine which is out of Menzies and which was responsible for a certain amount of rail freight, closed down. Despite all these setbacks 10,000 bales of wool, 18,000 sale sheep, 750 head of cattle, 880 goats and 2,000 tons of fuel were carted on the railway last year. I do not think that the wool production will be reduced at all. In fact I think it will show a vast improvement because, with modern methods, wool is going to increase in production. Sandalwood is increasing in demand and quite a lot of it is cut in the areas around the Leonora-Menzies railway line.

I do not consider that figures only should be taken into account by the Government, because of the reasons I have just stated; that is, the psychological effect on the population in the district as a whole. However, even if we do take figures into account—and I agree with the Minister when he said that figures can be juggled round—the plain facts are that the expenditure on the line in 1966-67 amounted to \$234,640. However, included in that expenditure were some inescapable amounts of interest, depreciation, and administration which came to \$90,000. This amount will have to be borne somewhere no matter whether the line is closed or not.

Earnings from the line last year amounted to \$70,613, which left a loss of \$164,027. However, of that \$164,027, as I say, \$90,000 is an inescapable expenditure. Therefore this really reduces the loss—and I admit I am juggling with the figures—to \$74,000.

In Western Australia there are four other railway lines which show a greater loss than the Leonora line. The Boyup Brook-Katanning line has a loss of \$206,000; the line between Wyalkatchem and Merredin a loss of \$205,000; the line between Clackline and Miling, \$182,000; and the line between York and Bruce Rock, \$173,000.

Mr. Jamieson: Do you want them all closed?

Mr. BURT: I would not like any of them closed, but I do not want to see the Leonora line selected ahead of those lines.

Mr. Hawke: Does the total loss include interest and depreciation?

Mr. BURT: Yes; interest and depreciation are included. Those railway lines I have quoted are much nearer civilisation and there are bitumen roads running everywhere in the areas concerned. In addition, the people in those parts enjoy many amenities which are denied to those who live to the north of Kalgoorlie.

I would also like to point out that the figures are described as losses on the Leonora line, but the freight on that line must affect lines which are nearer to Perth and help them show a profit. If wool is taken from Leonora to Fremantle it shows a loss, perhaps, as far as Kalgoorlie or Merredin. However, at those points this freight must assist to show a profit on the lines in the more populated areas. Therefore, I do not consider it is really of very much use to bring forward figures on which to base such a tremendous decision as would have to be made if this line were to cease operating.

It would mean that about 10,000 tons of freight a year would have to use the road. That is quite a big tonnage to be put on a road which, admittedly, has been sealed. I am not losing sight of the fact that the Government said it

would never close the Leonora line until it could give the area a sealed road. That road is nearly built, but it is only a 12-foot seal. If 40 tons per day is to be carried over that road, it will not be long before it starts to break up; and I mention that an average of 40 tons per day will be necessary on the present amount of freight which is carted on that line.

What do people in this district receive by way of Government assistance? They cost the Government nothing for television; they cost the Government nothing for school buses; and they cost the Government very little for housing. Most of the people live on the 57 pastoral properties which I instanced earlier. They cost the Government nothing for water or electricity and, quite often, nothing for roads, because most of the roads on these pastoral properties are self-made. Wool, which is their chief product, does not receive any subsidy at all. It is worth comparing the wool industry with the many other primary industries throughout Australia which receive subsidies. The dairying industry receives \$27,000,000 a year, wheat \$21,500,000, phosphates \$28,000,000, cotton \$3,100,000, processed milk \$800,000, sulphate of ammonia \$400,000, nitrogenous fertilisers \$4,700,000, and petrol \$14,000,000.

Of course, the people in the Leonora district do enjoy the subsidy on petrol, but at the same time it is estimated they pay something like \$10,000 in petrol tax to use cars on roads which they made themselves. Therefore, when it comes to the question of Government subsidies, the people in the area certainly are out on the end of a limb.

Mr. O'Connor: Most of these subsidies are provided by the Commonwealth.

Mr. BURT: I agree with the Minister, but they all come out of the one pot. Whilst most of the reasons I have given are important, they are not nearly as important as the final one to which I refer—that is, the mining potential in this huge district which surrounds Leonora.

The Kalgoorlie-Leonora line follows what is called, in geological terms, the pre-Cambrian shelf which produced so much gold in the past, and is now favoured by geologists for nickel and copper. Nine world-wide companies are now engaged in investigating the mineral prospects in the area surrounding Leonora. Altogether, they hold 225 reserves covering about 8,000 square miles. In addition, International Nickel is drilling at Jasper Hills for nickel and the Wingelina nickel deposits are being investigated by a company.

This is a very important deposit. Wingelina is near the South Australian border and I visited the centre last September when I went to Alice Springs. Further,

it is most equidistant from Malcolm siding on the Leonora line and Finke on the north-south Commonwealth line in South Australia. I believe, if the Leonora service ceased, Wingelina would think no more of coming west with its products, but would go east to Finke. Despite the fact that there is a change of gauge in the railway to Port Pirie, Wingelina would be forced to send its concentrates through Finke.

I am of the opinion this Wingelina prospect will turn up trumps, and the cartage of these concentrates will mean so much. I understand it earns enough profit to carry the remainder of the South Australian Government Railways. That is one type of freight that will be lost if we do not keep the line open from Leonora to Esperance on the 3 ft. 6 in. connection.

Mr. Brady: How far east is Wingelina?

Mr. BURT: It is about 600 miles east of Laverton, I think, but I am not sure.

Mr. O'Connor: That would be right.

Mr. BURT: The Western Mining Corporation is also mining for copper at Goanna Patch. This is a new project, and all members know about that company's copper mining activities at the Warburton Range. These are actual mines being developed, and I cannot see any reason why they will not produce concentrates which will have to be carted, and if they have to be transported 160 miles further by road—which will be the case if the Leonora line is closed—it might just tip the scales against us.

Should the Leonora service cease—I am only mentioning this because I think it should be mentioned, although I am still hopeful that the line will not be closed—I feel a substantial subsidy would have to be paid on all goods carted by road. Already during the post-war period, three operating lines in my electorate have been closed. In 1947, the Sandstone line was closed, and the people living at Sandstone receive a full subsidy on every type of freight carted by road from Mt. Magnet.

Subsequently the Meekatharra-Wiluna railway line and, at the same time, the Malcolm-Laverton line were closed, and a subsidy is now paid on certain, but not all, types of freight carted by road. I sincerely hope that full consideration will be given to paying a subsidy on all types of freight carted to Leonora from Kalgoorlie in the event of the closure of the line.

My final plea to the Government is: Will it consider giving this line a reprieve for 12 months so that the many newly-established mining projects now under way in the area concerned can, perhaps, be brought to a conclusion? I will admit it is not easy to do a great deal in 12 months, but at least following that period we will know if there is any likelihood of concentrates being produced from the mines in that area. After all as I said before, everybody knows that the cost to the

Government of keeping the line open is very little when taken in conjunction with the cost of keeping open many other railway lines which are losing a far greater amount of revenue than the Leonora line.

**MR. SEWELL (Geraldton)** [5.35 p.m.]: On rising this year to speak to the debate on the Address-in-Reply I am reminded of the year I first entered this House. I think this will be my eighteenth Address-in-Reply speech. Looking back in retrospect I find that within that 20-year period this State has made wonderful progress irrespective of the political colour of the Governments that have been in office. It is known that during that time we have had a Labor Government and, later, we have had the McLarty-Watts and the Brand-Nalder coalition Governments.

I would just like to remind those people who are inclined to cast their eyes overseas in search of advice on international finance, political affairs, health, education, and even on town planning, that we in Western Australia have done a remarkably good job irrespective of what might be said about it; and the type of Government which has been in office in this democratic country has been ideal.

We have heard a lot and have read a lot about the rapid development of the north-west of this State in the last few years, all of which we know to be correct. As a result of this rapid development, following the production and the export of iron ore from this State, we in Geraldton have profited to a small degree by the progress that has been made, and the money that has been invested, in the north-west area. Naturally, being the most northerly portion of the State's railway system, a great deal of freight has passed through Geraldton to the north, and it has been transported not only by rail but also by road transport. However, we know that activity will gradually come to an end.

The people in Geraldton itself and its surrounding districts have welcomed the progress that has been made in other portions of the State. Actually, if a close examination is made of the figures it will be found that the progress of Geraldton and its districts has been more solid and beneficial to the State and to the Commonwealth than that of some of the other portions of Western Australia. Quite a few of the requests that have been made by myself and other people for facilities to meet the needs of Geraldton have been met and, over the years, our objects have been attained. One in particular would be the establishment of the Geraldton Regional Hospital.

However, there are other matters which need attention to meet the needs not only of the town of Geraldton, but also the surrounding districts, and the first one I shall deal with is education. I can report—if such a report is necessary—to this House that our primary schools in

the Geraldton area have been kept in good order. They are well staffed and seem to be giving general satisfaction not only to the pupils themselves, but also to their parents. In a district such as Geraldton, however, a university college is most essential. We have heard a great deal about the establishment of such a college, and it is known that a committee has been appointed to make investigations in various districts so that a recommendation can be made to the Government on the most suitable site for an agricultural college.

To my mind Geraldton is the ideal situation for an agricultural college, not only because of its perfect climatic conditions, but also because of its proximity to our neighbours to the north of the State, and, further, its proximity to those people with children of school age who will be assisting to open up the portions of the State north of Geraldton. The projects which are attracting a great deal of population to the north are the Leslie salt mining industry at Shark Bay and the various iron ore projects that are now established, together with other mining projects which will come into production within the next few years.

I might suggest, for the consideration of both the Agricultural Department and the Education Department that perhaps it would be more important to establish an agricultural college before a university college. I know that not only the farmers in the district who produce goods that are shipped through the port and town of Geraldton, but also the people in the Geraldton townsite, are aware that the establishment of an agricultural college in the district is urgently required.

Our standard of living has reached a stage where a higher education is not only important but essential to the youth of this State especially those who earn their livelihood from the land. This State has always leaned very heavily on the primary producing industry—and I think it will continue to do so—and therefore I consider it is most important for an agricultural college to be established in the Geraldton area as soon as possible.

**Mr. Lewis:** Where do you suggest it should be situated?

**Mr. SEWELL:** On the Nabawa State farm, or the Nabawa research station as it is called. This would be an ideal site on which to establish part of the college. Another portion could be erected on the existing grounds of the Geraldton High School when more buildings are added to that structure. We know that as the years pass requirements for an agricultural college change, and so, in 20 or 30 years' time, the needs of students may be entirely different from what they are today. The necessity for the establishment of an agricultural college in the Geraldton area is because of the diversity of the agricul-

tural pursuits of the primary producers in the district, and also because of the rapid development of the north.

I know the member for Gascoyne will agree with me when I say that even up as far as Carnarvon it is necessary that some action should be taken in order to tender advice to the primary producers throughout those areas. I am also aware that the member for Gascoyne will probably say he would like an agricultural college established at Carnarvon, but to my mind the town of Geraldton would prove to be the ideal site for the establishment of an agricultural college and research station to meet the requirements of farmers throughout the whole area stretching north from Moora to the Kimberleys.

Mr. Lewis: What about putting one at Moora?

Mr. SEWELL: The Minister asks: Why not put one at Moora?

Mr. Evans: No more of that!

Mr. SEWELL: Yes, no more of that, of course. For one thing, if it were established at Moora it would be too close to the metropolitan area and to other agricultural colleges already established, including Muresk. The Minister cannot overcome the problem as easily as that. There is no doubt that Geraldton is the ideal situation for the establishment of an agricultural college and I feel certain one will eventually be established there.

In referring to the needs of the high school at Geraldton, it is necessary that we have classrooms added to that school immediately, and that is apart from the necessity for a community hall at the school. From time to time I have mentioned that Geraldton has been most fortunate in that Governments of various political colours during the post-war period have, nearly every year, spent sums of money up to £60,000—that is before the change to decimal currency—but despite this we are still badly in need of more classroom accommodation for children in Geraldton and for those who come to Geraldton from the northern districts.

I know members will agree with me that this is a healthy sign. The high school at Geraldton is well staffed, and it is a school of which any Western Australian can be proud. Unfortunately there is not enough money to go round to ensure that the buildings which are so urgently required there are built. Nevertheless I suggest the Minister should make every endeavour to obtain a few thousand dollars from the Treasurer in order that the extra classrooms which are needed now—and which will be more urgently needed next year—will be provided.

At the present time there is in Geraldton a very obsolete, although tidy gaol for the confinement of wrongdoers. Since the hospital nursing staff and patients were transferred from the old Govern-

ment hospital, the buildings have been taken over by the Prisons Department for use as a gaol. If this proposal is an experiment, then it has my full support. I wish to point out to the Minister for Police that I have heard some criticism of the use of the old hospital as a gaol. Apparently some people think that the measures adopted by the Prisons Department in the old hospital are a little on the easy side; but I say that the reforms which have been made in the treatment of prisoners are a step in the right direction.

Mr. Craig: I am very pleased to hear that.

Mr. SEWELL: That is my considered opinion, and I know it is the consensus of opinion in Geraldton. We certainly must have a new gaol and quarters for those who have to administer the gaol. We think the old district hospital could be put to better use than as a gaol. The prisoners in that area are only sentenced for short terms. They can move around freely and are treated like human beings. They are not confined in cells like unwanted animals. I commend the Minister for taking over the old hospital to be used as a gaol, but so far as I am concerned a new gaol is definitely required.

Mr. Craig: There will definitely be a new building.

Mr. SEWELL: Anyone who has visited our gaols, particularly the Fremantle Gaol, will be aware that the inmates who are confined for petty crimes—not for crimes of violence—eat in dining rooms and at tables, but of course the fare provided is not up to the standard of that at the Savoy Hotel. At least the inmates are treated as human beings, and I commend the department and the Minister for the improvements made.

I understand the Prisons Department has now taken over the care of prisoners at the Geraldton Prison. That institution will cater for prisoners from a much larger area than it did in the past; therefore an influx of prisoners from further north can be expected. Much as the people of Geraldton dislike having prisoners in the district, they recognise that having them is a necessity.

Another important matter is the provision of adequate electric power in the district. A year or two ago the Government had under consideration a proposal to take over the Geraldton power house, but the local authority realised there would be much opposition to it, and subsequently the proposal was dropped. The Geraldton power house which is owned by the ratepayers now supplies current to the State Electricity Commission, which has extended the supply to Waggrakine, Uakarra, the Glenfield area, and Moon-yoonooka. There is now a proposition for the commission to supply electricity to Mullewa from Geraldton, but this is a matter in the lap of the gods.

I would like to see the power supplies being extended outside the municipality of Geraldton at a faster rate. The power will be supplied through the S.E.C. to Narngulu and the abattoir there, and through Walkaway to Allanooka and from there, I understand, to Dongara. This is all to the good. We feel that in respect of electricity supplies we are not being left in the lurch, as we were in the past when there was development of power schemes in the south-west portion of the State.

The Geraldton council is installing another big unit to cope with the increased demand for electricity within the district. The trend in the use of electricity follows the trend in the use of water: the more power that is available and the cheaper the rate, the greater becomes the consumption. In that respect we are quite fortunate that an arrangement between the Geraldton council and the S.E.C. is on the way to implementation, and it will not be long before the district will be supplied with electricity at a cheaper rate than is charged in the southern part of the State.

Regarding hospitals, it is only natural that they should receive a high priority, whether they be run by the Department of Public Health, by the Sisters of St. John of God, or by anybody else. We are fortunate in this respect, because the new regional hospital is functioning very well. It is a magnificent building and it is a credit to all concerned. The establishment of a regional hospital in Geraldton was advocated for many years, and I have advocated it in this House. It has now been completed and it is providing a good service. In the near future, as people get to know about the treatment and the availability of specialists to attend to specific complaints, the hospital will be put to more and more use.

The fishing, crayfishing and tuna industries are very important to both Geraldton and the State. We all know that some licenses which have been issued over the years have caused much heartburning. At times it was thought that the crayfishing industry would be endangered by being overfished. As a result of the stand which has been taken by the various Ministers concerned over the years, and by the present Minister, as well as by the crayfishing industry, the operators around the Abrolhos seem to have a secure future through the care that has been taken by the Fisheries Department. The department has taken steps to ensure that the industry is not abused by fishermen from outside the area.

Quite a number of boats from the Geraldton district have gone north to engage in prawning. The reduction in the number of fishing boats operating at Geraldton has lightened the load on the crayfishermen. I understand there are big possibilities in the catching of prawns.

I have not gone into the matter to any great extent, but I am told that many of the prawns which are caught in the northern waters are brought down to Geraldton and Carnarvon to be processed. This is an industry which has been talked about for a good number of years, but at long last it seems the prawning industry in the north-west—from Geraldton to Point Samson—is firmly established.

The next topic I wish to refer to relates to water supplies for Geraldton and the surrounding districts. Ever since the establishment of Geraldton the people have been faced with a shortage of water. The early inhabitants of the town depended on the shallow wells sunk in the sandhills for fresh water; and it was obtained just above the sea level. Those days have long past.

We have been told officially that after next summer we will not have any fear of water rationing. This has been brought about mainly as a result of the initiative taken by the present Leader of the Opposition when he was Minister for Water Supplies. At my request he directed the department to sink bores at Allanooka and to have pumps installed to test those bores. Sufficient water was found to be available from those bores, and it is as good as water found anywhere else in Western Australia. The department continued the programme started by the Leader of the Opposition, and the township of Dongara was supplied with water from the Allanooka bores last year. The pipeline from Geraldton to Narngulu and Allanooka to supplement the water supplies is very nearly completed; hence the statement that after next summer we will not suffer any water restrictions for the next 15 years.

Those of us who were in the Army and who were stationed in the district are aware of the huge basin of water in the sandy country which stretches from Wicherina to Strawberry Sliding in the Irwin district. There is no question of water restrictions in Geraldton in the years to come. The only problem that arises is in connection with the provision of funds required to implement plans to extend the mains to the east and to keep on sinking bores.

I noticed from a report in *The Geraldton Guardian*—the Premier knows more about this than I do—that the residents of Mullewa have made a request to the department to have water supplied from Wicherina to Mullewa. Anybody who has lived for a few years in Geraldton would wonder why water has to be taken from Wicherina to Mullewa, as this is mostly bore water.

It would seem to me, without having received any official advice on the matter, the reason is that because of the supplies at Allanooka, which is east of Walkaway, there will be an easing of the position at

the old Wicherina bores about which the Leader of the Opposition would know quite a lot, because of the bother we gave him when he was Minister for Water Supplies.

Quite a number of years ago we visualised a comprehensive water scheme to bring the water from the Wellington Dam to our area. I cannot see any reason why, if the people from Eradu through to and including Mullewa are short of water, it should not be given to them, while at the same time ensuring that Geraldton supplies are never again restricted.

One of the most important things which has occurred as far as industry and commerce are concerned, not only in the district, but in the State as a whole, has been the establishment by private enterprise of abattoirs and freezing works in Geraldton. I understand that these works are nearly completed. We all know that abattoirs are quite easy to construct because they merely consist of a place where the beasts are slaughtered for human consumption. They do, of course, have to be examined by health inspectors. However, the freezing works attached to the abattoirs are a very different matter altogether.

Already inquiries have been made by station-owners, as far as Port Hedland through the Gascoyne and Murchison as to road transport to bring their stock to the Geraldton abattoirs and freezing works for treatment. Mention has already been made of goats—the four-legged variety—which at present come to Fremantle and from which place they are sent to the various countries either on the hoof or after they have been slaughtered and treated.

The biggest majority of those goats in the first instance come from the Murchison and the lower Gascoyne, and I understand they will be treated at Geraldton. It will be necessary for those in charge of the Geraldton abattoirs and freezing works to have that extra supply of live-stock, because the other beasts will not be sufficient to keep the works going. The farmers are producing more beef and sheep for the export market, but the biggest majority of them are wheat and sheep men, and they are more interested in the merino breed.

We are hearing now a great deal about iron ore, nickel, and a number of other minerals, including gold, but I have always been an advocate, both in and out of this House, of primary production, because the nation which grows the food to help feed the people of the world is doing an important job; and primarily our job is to grow food of various types. Quite a few varieties can be grown in the district around Geraldton. Most of it is in the area represented by the Premier. I have said so before in this House, and I will repeat, that in my opinion the Greenough

electorate is one of the most valuable electorates so far as production is concerned—not the production of Premiers, but the production of all those things necessary for the lifeblood of a nation, and Geraldton is naturally the port for the district.

The area is growing all the time and it is pleasant to reflect that the growth has been along sensible lines, despite the criticism we hear at times. When we look back over the years we can see the progress we have made without the necessity for any revolutions. We might have a fight or two amongst our local people and one or two arguments in this House, but generally we are all heading in the one direction and we are making quite good progress. I only hope we continue to do so.

One matter which is agitating the minds of those in the district and, indeed, of all clear-thinking people throughout the State, concerns our natural oil and gas reserves. These are all owned by private people and not much publicity is given to the matter. We do know that proven quantities of gas have been found in the Dongara area, but how is that gas to be used? Can it be used economically and in what industries?

I do not think the cost involved would, at the moment, warrant pipelines being installed to bring the gas to the metropolitan area, but something will certainly have to be done with the gas. We also know that oil exists in the area. The companies concerned are exploring more and more every day. This is apart, of course, from the oil which has been proved to exist in the Exmouth area. That area is reputed to be the largest oilfield in the Commonwealth of Australia. As I have said, what we all want to know is what the people who own the oil and gas—or should I say the people who lease it; the people of Australia should own it—intend to do with it in the future? If we are able to prove that more large iron ore deposits exist within a radius of, say, 150 to 200 miles of Geraldton, the gas and oil could be used in the establishment of a steel industry. Of course, that would again involve the water problem. If an industry of that nature were established, it would have to be a large one.

We know large quantities of hematite ore exist, but those concerned are not doing anything with it at present. We also know that deposits exist out from Cue and at Wiluna, apart from the original one which was discovered when the member for Northam was Premier. I am referring, of course, to the deposit at Talling Peak, which is just out of Mullewa. An export license was refused in connection with that deposit, which is still there. However, we never hear it mentioned today.

The areas mentioned cover a lot of ground. We know that Mt. Gibson has not been properly explored, but there is



no reason at all why a pelletising plant should not be established at Geraldton, and also a steel industry. It seems to me that some industry like that must be established to use the gas we know is lying 2,000 or 3,000 feet under the ground in the Dongara area.

In referring to the export of iron ore, I am of course impelled to speak of the hardy annual—the deepening of the approaches to the Geraldton Harbour. A seminar was recently conducted in Geraldton—and this could have been under the auspices of the Minister for the North-West and the Minister for Industrial Development. According to the newspaper reports, a representative of an engineering firm in Fremantle was in Geraldton, and he has a different concept of the approaches to the Geraldton Harbour. He advised coming in from the north side, which would involve a lot of dredging, and so on. I have studied the plan and it is not actually new as far as Geraldton is concerned. It involves quite a number of difficulties and hurdles—even more than would be involved in the present plan—including cutting through reefs.

We all know that because of the increase in shipping at Geraldton—and it has increased a lot in the last two years—and the size of the ships used, the deepening of the harbour is an absolute must, unless it is intended that Geraldton be turned into a large fishing village. We know that later on the Minister for Works will be expected to give us some information in connection with the future plans for the harbour. Is it intended to tackle the rock bar on the continental shelf? The turning basin established there is reasonably satisfactory, but this cannot be said for the approaches to the harbour.

We have always understood that the ocean bottom on the continental shelf is very hard. The Japanese have made propositions in connection with it, but because it is out in the open sea, where a heavy swell is experienced nearly all the time, it makes it very difficult to undertake the ordinary boring as we know it to blast out the rock. However, more knowledge must have been gained by the engineers concerned in the last 12 months, and I know we are all waiting patiently for the Minister to make some announcement with regard to the deepening of the approaches to the Geraldton Harbour. It is simply a must and it is no good begging the question any longer. The harbour must be made suitable for the ships which will be using it in the years to come.

We can forget about the iron ore for the time being. I understand the Government had to forgo some of its royalties because the ships coming to take the iron ore had to increase their freight rates as a result of not being able to depart fully loaded. The same thing occurs nearly

every week in connection with the shipping of wheat.

It seems to me to be remarkable that although this Government blows its trumpet about so many matters, it cannot find the means or finance to deepen the Geraldton Harbour so that the town, and the Victoria district as a whole, which includes the Murchison, can come into its own and enjoy the shipping to which it is really entitled.

*Sitting suspended from 6.15 to 7.30 p.m.*

Mr. SEWELL: As is usual on an Address-in-Reply debate, members like to touch on subjects that affect their electorates, particularly, and I previously mentioned the need for a new gaol at Geraldton. At present the old Victoria Districts Hospital is being used as the gaol for those prisoners who can reasonably be trusted, but the real criminal type is not kept there. I congratulate the Comptroller General of Prisons and the Minister concerned, for the attitude they have adopted in connection with prison administration, at least in the Geraldton district.

We know that the people in our prisons have offended against our social laws and in this regard I do not suppose Geraldton is any different from other centres. We have people in the gaol there who have offended against our social laws—

Mr. Lewis: They are blow-ins I suppose.

Mr. SEWELL: —from places like Moora, and other towns in the State.

Mr. Lewis: I was only trying to help you.

Mr. SEWELL: We all know that the Fremantle Gaol, and other gaols throughout the State, including the old Geraldton Gaol, are an absolute disgrace to the people of Western Australia—and in this statement I include all Governments and the people generally. We know that the Prisons Department has no intention of making a gaol a home from home, but at least the prisoners who are in gaol for minor crimes should be treated as human beings and not as animals. Therefore it is refreshing to see the attitude being adopted by the department and the Minister in the construction of new gaols.

There is only one point I would like to mention. I hope the Minister will follow up the questions I asked recently in regard to the gaol at Geraldton. We know that the site for the new gaol has been chosen and we hope the department will have sufficient money to be able to build a good security goal for that area, one which is modern in every way and which will allow the prisoners to be treated properly. As I said, even though a prisoner may have offended against society he should be treated as a human being.

The people of the district have other plans in view for the old hospital. We realise it wants renovating. It is an old stone building—older, I would say than any member in this House—and the prisoners have been able to do a good job in keeping it in good repair. However, we want a new gaol to be built in Geraldton and I understand the site chosen for it is on the Chapman River Road.

The next important subject I would like to discuss is that of housing. We all know what the position is in Western Australia at the moment, and what it has been over a number of years. I would say the main trouble in regard to housing is a lack of funds to enable us to build more houses, and for this I blame our Federal fathers for the miserable way they have treated the States as regards loan money for housing. The waiting list for State homes is a long one, but I understand the department has a fair programme for the next year.

I would like to draw the Minister's attention to the fact that up to date neither he nor the department has been worried to any great degree about housing for single units, either male or female. However, I think the time is coming when something will have to be done for these people.

As the Minister no doubt knows, many people try to get onto the bandwagon and claim that homes should be built in brick in Geraldton. Everybody would like to have a brick house, a concrete house, or a stone house, but to my mind the primary purpose of the State Housing Commission—or at least it was when it was called the Workers' Homes Board—is to provide good accommodation for working class families. To do that the Minister and the officers of the commission have to find suitable cheap land for the building of houses, and it has to be land which meets the requirements of the local authority and the Public Health Department, which have to be assured that decent accommodation will be built.

If the commission engages in the building of houses, using expensive materials, it means that the working man and his family—and it is the wife who suffers the most—have to go short of something. That would be the position if the commission concentrated its attentions on building brick, concrete or stone houses. Everybody would like to live in that type of house, but we know those materials cannot be used for building workers' homes because of the high cost involved. The wood and asbestos homes that have been built by the State Housing Commission have proved to be quite suitable, and I know that it will be on the right track if it continues to use those materials in the future. So far the commission has done a good job in providing houses for working

class families, and I hope it will continue to do so.

Pensioner flats, too, are an asset to any town. They provide accommodation for elderly people, and permit them to live out the latter part of their lives in reasonable comfort.

Recently the commission undertook a big levelling project in my area, and the people of Geraldton are very thankful about the site that was picked. It is a fine site and I have not yet heard one complaint about it as an area where homes can be built. If this sort of thing can be continued in other towns like Geraldton—and in this regard I am not talking about the metropolitan area—it will be of considerable benefit. The towns will grow and will become good tourist resorts.

The building societies have played an important part in the building of houses in Geraldton, as have the private building companies. These firms cater more for the higher income brackets—people who can afford to pay the larger deposits asked for on brick homes. That is a good thing but I think the Government, the commission, and we, as members, should be mainly concerned with the ordinary working people on the lower incomes. We must ensure that they get comfortable homes fitted with all possible amenities at the lowest possible rentals.

I now want to discuss community service. This is a subject which I think should be mentioned. Since the regional hospital was taken over by the Department of Public Health the old maternity home, as it was known, has become vacant. That home is a very old building which was occupied by the first magistrates appointed to Geraldton. In the early days they controlled the district. I want to commend the Minister and the department concerned for the action they have taken in regard to that old building. The building had been kept in reasonable repair and it has been made over, more or less, to the town council—that is, to the ratepayers—as a community centre. The headquarters of the local meals on wheels is situated there.

Without reference to any notes, I would say the value of the property would be at least \$60,000, and the department, and the Minister, have done the people of Geraldton a service, particularly the elderly people. These old people use the home as a community centre and so, despite the cryings of some people who talk about the good old days, at least we have advanced in this State to the position where we are paying more attention to the very old and the very young than was the case previously. We have made marked improvements in their health and housing, particularly in the last 20 years, and we know this trend will continue.

Had that old maternity home been allowed to remain empty like all old build-

ings it would have gradually deteriorated and within a short time would not have been worth anything at all to anybody. The air conditioning and other facilities that had been installed over the years by the Public Health Department would have been taken out and stored away and would have been of little use to anybody. Therefore I think the department did the right thing in handing it over to the council to be used for the purpose to which I have referred, and I commend both the department and the Minister for their action.

I now want to refer to the question of water supplies. A previous Minister for Water Supplies once chided me in this House for bringing up the subject of water supplies every year, and sometimes two or three times during a year. I am hoping that after this summer it will not be necessary for me to mention the subject again. As we know, the water supply problem in Western Australia, particularly in the northern areas—and in this I include Geraldton—is acute in the hot summer months.

However, the shortage of water is a world-wide problem and I want to commend the member for Gascoyne for bringing before the House last night the question of the desalination of water. Like the Leader of the Opposition I have taken a keen interest in desalination plants, but unfortunately we have never been able to get very far in this connection.

The member for Gascoyne has gone further into the matter and he has a good deal of interesting information from America on it. He has some pamphlets and data dealing with desalination systems, and the main one is the reverse osmosis. The honourable member has given me some of his correspondence and brochures in connection with this system and I have found that it can be most interesting. Over the years I think we will find other parts of the world, too, will have to pay more attention to the desalination of water, whether they use the reverse osmosis system or some other system. We know that even America is short of water; and, in my area, if the people had a plentiful supply of cheap water the district would be able to advance even further than it has, and beyond any other district in the State.

Finally I would like to say a word of thanks to those who serve all communities throughout the State—Geraldton and all other towns. In this regard I refer to our school teachers, our public servants, and those who work for the Public Works Department, the Main Roads Department and any other public service organisations. I move around a good deal and I believe we have a lot to be thankful for in this regard. These people do a great deal for the progress of the towns in which they are living, and I would like to say a word of thanks to them for their efforts.

**MR. DUNN (Darling Range) [7.45 p.m.]:** I would like to join with others who have expressed sorrow and regret surrounding the demise of the late George Cornell, who represented the electorate of Mt. Marshall. It is a dreadful thing indeed that any member of this House should meet such an untimely death, and I extend to those who are dear to him a very heartfelt expression of sympathy.

At this point of time I would like to take the opportunity to congratulate the Leader of the Opposition on his elevation to that appointment. My congratulations also go to the Deputy Leader of the Opposition on his appointment. Quite apart from this, I would like to express to the member for Northam a feeling of well-being, and a wish that he will enjoy his retirement and be able to look back on his experiences as Leader of the Government of this State with pride and satisfaction; and this despite the fact that he has often referred to me as the basher from Darling Range, a form of address which I regard more as a term of endearment.

I sometimes feel, however, that the time might come when I will be able to allude to one or two of his attributes and physical characteristics which would show him as someone distinctively different from anyone else in this Chamber. There would be no necessity for me to refer to his shirt, or his coat, or anything like that. However, I do extend to the member for Northam my very best wishes for happiness in his future life.

I would like, firstly, to address myself to one or two parochial matters as they apply to the electorate of Darling Range. At the outset I would like to say how gratifying it is to realise that at long last there is a reasonable hope that the rapid transit terminal which is to be based at Midland to service the hills area is to become a fact rather than a promise. Of course we all know and understand the tide of events which dictated the slowness with which this project has developed.

Fortunately and most fortuitously, the major governing factor, which I am sure is understood by most of us, has been the introduction and development of the east-west standard gauge railway. This has been a tremendous project, and as a representative of some of the people in the hills area I would say they do not begrudge the time that has elapsed. It has certainly been a long time since 1954 when the present Deputy Leader of the Opposition introduced a Bill to close the railway line which serviced the hills at that time.

The problem of transport from the hills area is very real, and, while most people who own motorcars are reasonably well served, this problem has produced many hardships for both the older and the

younger folk. It is hoped that when this rapid transit project gets under way a great number of these people will experience happier and easier modes of transport. I also hope that this project will have the effect of reducing the number of cars which are obliged to enter the city each day; because if it does not, then as surely as we are sitting here the problem of the car will manifest itself in so many ways that it will be doubtful whether we will be able to keep pace with the development inherent in the progress of our State.

Another point on which I would like to say a few words deals with the railway line in the hills area. I refer to the problem of providing adequate roadways to cope with the development of traffic from the hinterland and that coming from the Eastern States. It is quite obvious to anybody who travels along the road from Northam to Perth that this artery is nowhere near capable of carrying the ever-increasing road traffic in that area. Apart from this it is not suitable to carry such traffic.

This, of course, means that there must be some planning and provision made to allow for the problem to be solved. It would be very unreal indeed if those responsible for the planning did not turn a fond and very loving eye on the old railway areas which are already to a large extent developed and which could fairly readily be used to help overcome this problem.

My purpose this evening is to draw attention to the fact that there are two avenues which can be explored and investigated. One is the railway line which comes down through Mundaring, Mahogany Creek, and Glen Forrest; and the other is the line from Stoneville, Parkerville, and National Park to Swan View.

If the line coming down from Mundaring is used, it will pass through some very well-established and rapidly developing residential areas; and these areas will be virtually cut in two if a main artery is developed on this line. This is a matter of very great concern indeed to those people who have chosen to live in these parts. A very simple exercise among these people will quickly indicate that by and large they went into their areas because of the peace, the comparative tranquillity, and the privacy they can enjoy by living there.

As an example I could possibly relate an instance where the progress association in Darlington called a meeting which was presented with a very comprehensive and thorough plan for the development of the Darlington area into what we might term a modern centre. This meeting, which was attended by some 65 people, very clearly indicated to those who prepared the plan, at great expense, time, and effort, that they were not interested in

their area being developed in a modern sense; that they did not want a hotel or a service station in the area; that they would not be happy about the establishment of a kindergarten, or about the prospect of part of the area being developed as a planned shopping centre.

The reason they gave was that they went into the area because they were far removed from the modern way of living. Accordingly if those responsible for the development of this main artery are considering using the line from Mundaring down to Midland, they should give the matter very serious thought indeed before they completely upset a part of the State which is very distinctive, and which is populated by people who have chosen to live there because of the way of life they enjoy.

As opposed to this line, the other line comes from Mt. Helena through Stoneville, Parkerville, and on to Swan View. This line passes through very small residential areas. It passes through National Park, and if it is used as a roadway it will not necessarily have to run through the tunnel. It can be diverted and linked up with the Toodyay road. This would provide a better gradient and would eliminate the necessity for a further bridge over the Helena River. Apart from this it would not upset the domicile of people who are very happy with their present way of life.

Mr. Hawke: What is the width of the railway land there?

Mr. DUNN: I do not know; but I understand both these lines are being considered.

Mr. Jamieson: Has not the Government got that lined up for future water conservation?

Mr. DUNN: I do not know. I am not sure whether it will matter very much if this is used as a roadway, because there are many catchment areas which have roads running through them. However, if we can arrange to get some of the water off this land, we will do our best to see that the member for Beeloo gets his share.

I would now like to address myself to a matter which is outside the province of the Darling Range electorate. I refer to the problems associated with the stealing of motor vehicles.

Mr. Jamieson: Do not tell me they do not steal any up there.

Mr. DUNN: The stealing of motor vehicles is becoming an increasingly difficult problem. It is one for which the people of the State have to accept full responsibility. It is also one, however, about which we must do a great deal more than we are doing at the moment. At present a great many innocent people are subjected to all sorts of privations and

hardships because their cars are being stolen and, in quite a number of cases, wrecked.

It is true that the cars might be insured, but this does not necessarily mean that the amount for which they are insured represents full compensation for the damage that is done. In the final analysis, in a number of these cases many innocent families with children find themselves in a very difficult situation indeed. To those who are able to use public transport and who are provided with a good service, this problem, perhaps, does not manifest itself to the same extent from the family point of view, as it does to those who rely on the family motorcar to organise their way of life.

Many people in this country have to rely on this means of transport in order to adequately organise themselves. Unfortunately, the figures at the moment disclose a very alarming portent. Last week I asked the Minister for Police if he could advise the number of charges for the unauthorised use of vehicles in the years 1963-64, 1964-65, 1965-66, and 1966-67. The figure went up from 675 in 1963-64 to 1,036 in 1966-67.

Mr. O'Connor: Did it include mine?

Mr. DUNN: Yes it includes the vehicle of the Minister for Transport.

Mr. Hawke: Another record for the present Government.

Mr. DUNN: Was it burned?

Mr. O'Connor: Yes.

Mr. DUNN: I repeat that the figure for 1966-67 was 1,036. There is an alarming portent in these figures. For the year 1963-64, juveniles were accountable for 63.8 per cent. of the charges for unlawful possession of motor vehicles, whilst for adults the percentage was 36.2. The percentage for juveniles in 1964-65 jumped to 69, while for adults it was 31. In 1965-66 the percentage for juveniles went up to 73.6, while for adults it was 26.4. In 1966-67, the percentage for juveniles increased to 76.6, while for adults it dropped to 23.4.

When we realise that under the Child Welfare Act juveniles are regarded as being 18 years and under, and when we take into account the figures I have just quoted, it seems to be fairly clear that there is almost a planned attack by certain sections of the juvenile community upon the motorcar. It is more than passing strange that the percentage for juveniles should jump to 76.6 in 1966-67, while for people 18 years and over, the percentage dropped to 23.4.

Mr. Jamieson: Quite a leap forward wasn't it?

Mr. DUNN: In one year, from 1965-66 to 1966-67, the number of charges jumped from 788 to 1,036. This clearly indicates that juveniles, as they are termed under the Child Welfare Act, suddenly realise that when they turn 18 it is possibly not such a pleasant adventure to steal and

wreck a motorcar and probably have a six months' term in gaol loom over their heads. They take a more realistic view of things and turn to some other form of sport. What it is I do not know.

Mr. Hawke: Surely you are not that old!

Mr. DUNN: I could ask the Leader of the Opposition to say what he expects would happen.

Mr. Jamieson: Where is he?

Mr. DUNN: I am sorry; I meant the member for Northam.

Mr. Ross Hutchinson: The right honourable.

Mr. DUNN: Whilst this subject can be treated with levity—and I am not one to quibble about that—it should be given serious thought and some positive measures taken to effect a curb on these juveniles. Some means of curbing their exuberance should be instituted.

The inevitable question will be asked: What should we do? I would not be the first to have this thought; it is not original. I realise that every member in this Chamber must be aware of this problem, but I suggest that instead of allowing these children—according to statistics they start at the age of 12—simply to pass into the care of the Child Welfare Department. We could, perhaps, establish an institution which would be firmer in its disciplinary measures and so situated that it would be difficult for the children sent to it to run away as they do, on many occasions, from Stoneville. The discipline should be such that it would be a great deterrent to the stealing of motorcars.

Mr. Hawke: Have you any figures for second offences?

Mr. DUNN: No; but without being derogative to the Police Force, as it is doing the best it can, I am advised that many who appear before the courts do so again before very long. That is the category that should be taken into custody and given a stern measure of discipline so that it will not be an attractive idea to steal a motorcar. Some of these juveniles take a sadistic delight in burning a vehicle or ripping the upholstery to pieces. I understand one of their favourite practices is to run a vehicle until the oil is used after which the motor seizes.

This would not be so bad in the case of a car that was six or seven years old, but when it happens to new cars—some are almost brand new—it ceases to be funny. If there is an increase in these figures in the next 12 months, we will have to think seriously indeed as to what we are going to do about it.

I was very interested to hear the reply to a question as to what it costs to keep a boy in Riverbank. I could not help but think that it is a great pity we have not an institution at which these blokes could produce something in return for the expense they are saddling the community with because of their misdemeanours.

One of the first jobs I did when I was elected to Parliament was to handle a petition signed by 563 people in the Mundaring district in regard to boys breaking out of Stoneville. They were becoming such a hazard that many people who lived in the environs of that institution took the rotors out of their vehicles at night to ensure they could not be started. I am happy to say that since that time—some five years ago—the position as far as breakouts from Stoneville are concerned has improved considerably. However, this does not alter the fact that we will have this problem over our heads in that area all the time.

If the staff and those responsible for the institution's administration cannot keep the inmates up to the mark, there is always the possibility that breakouts will occur and so cause hardship and trouble in the surrounding districts. I am happy to say that the people in the surrounding districts have, by and large, tried to work in conjunction with those responsible for the running of the Stoneville farm and up to date this has proved to be reasonably satisfactory.

From the figures I have quoted, it can be seen that we cannot sit back complacently and let this matter take its own course. I would like to see a committee organised to investigate this problem fully with a view to producing for the Government a suggestion that will have some practical advantage in order to assist the Police Force, which, I am sure, is finding it increasingly difficult to cope with this problem.

With the provision of roads and various advantages for the use of the motorcar, brought about by planning, and because of their increased use by members of the community, it seems inevitable that if the present rate of increase in the stealing of vehicles continues, the problem will become one of vast magnitude and we will be confronted with something very serious indeed. Somewhere along the line, the group of children aged from 12 to 18 years will have to be made to realise that they must not take someone else's property.

We all know that under the Traffic Act, the charge laid against these folk is: unlawful use of a motor vehicle; and unless someone can produce evidence that the vehicle has been stolen or been taken for the purpose of doing harm and carrying out that harm, it is hard to sustain a charge. There is also a problem in connection with this charge once made if dealt with in a court of summary jurisdiction or, alternatively, in a jurist's court.

I present these problems to the House because it will not be easy to solve them. There will be plenty of troubles to cope with before we find a solution that is wholly practical. I do not think it is a satisfactory state of affairs to send the offenders to gaol, although this is the

popular conception and feeling of those aggrieved. They would send them all to gaol, but that is not the answer; and it is doubtful whether we would have enough room in our gaols to cope with the number. It is also doubtful whether the Government could afford to spend the money necessary to staff the gaols.

Mr. Davies: What do you think of the recent suggestion that the names and addresses of offenders before the children's court should be published?

Mr. DUNN: I am glad the member for Victoria Park brought that point up, because I had already made a note of it as something to be discussed. I feel it is a must. We must be indulgent in the extreme in order to give everybody the best possible chance; and we do not want to place an unnecessary stigma on a youth whose mind and character are not fully developed. There must be some balancing point at which we have to agree—if not in all instances, then in some—that these names should be published, bearing in mind, the decision will have to be made by those competent to do so.

A suggestion has been put forward that a register be kept and that in the event of damage being done, the damage will be assessed at the time, and when the offender turns 21 he could then be called upon to make restitution. This could quite conceivably be a material deterrent to those who are careless with other people's property and who are prepared to deal wantonly with it.

I feel this problem could possibly be handled with the reintroduction of corporal punishment. I know this will not meet with the approbation or approval of a number of people, but if those people do not like the idea perhaps they have something else to suggest.

The present position seems to be far too easy going and far too lax. We have to accept this responsibility on behalf of the innocent people who are being subjected to all the hardships caused by the irresponsibles who will persist in taking control of other people's property and doing what they like with it—whatsoever that may be.

Mr. Davies: Is the incidence of crime related to the incidence of car stealing?

Mr. DUNN: I do not know. I would not be surprised to find this was so. No doubt statistics are available on this particular point. In fact, I think I did read something about it in the Police Commissioner's report.

We are living in changing times, but that does not alter the fact that we are obliged to make necessary changes to our laws and our system if we have to deal with subjects of this nature.

Mr. Toms: Are those 12 year olds you mentioned orphans?

Mr. DUNN: I do not know, but I do not doubt that some are. From the discussions

I have had with the police it seems that just as many children come from reputedly good homes as come from underprivileged homes.

Mr. Bickerton: Does the rate of crime fall off when the children are old enough to obtain a license?

Mr. DUNN: This could well be. It is good to see the member for Bayswater taking some interest, and I hope that every member in this Chamber will be interested in this matter.

Mr. Bickerton: We are all interested; we all own a motorcar.

Mr. DUNN: I was hoping the member for Bayswater was not thinking of his motorcar, but of the general welfare of the community as a whole. I have no doubt the member for Pilbara does think of the welfare of the community too.

Mr. Bickerton: Do the figures show any decrease when the driving age is reached?

Mr. DUNN: From the information I have been given by the police, the children themselves have quite clearly indicated that when they turn 18 they will give it up. In point of fact, the figures show this. However, I doubt very much whether the granting of a license would necessarily mean they would try to get their own motorcars.

I pass these thoughts on to the members of this Chamber for consideration. I trust it will not be very long before some positive action is taken to amend the Act to bring in regulations which will effect some material downswing of the figures which are showing a very alarming upswing.

MR. BRADY (Swan) [8.21 p.m.]: As on past occasions when speaking to the Address-in-Reply, I want to speak on several matters in connection with my electorate. I will not be able to speak on each of them at length because of the time limit of one hour. It seems almost impossible that in an hour one cannot treat all the problems of one's electorate. But as time goes on these problems seem to be growing rather than decreasing. Whilst I personally would like to speak on the problems of Western Australia—the wider and bigger problems—I feel that the matters most important to my electors are those which I must relate tonight, because I would be serving my electorate best by raising these matters.

The first one I will touch on is that of accidents on the pedestrian crosswalks throughout the electorate of Swan, generally. Accidents occur on the pedestrian crosswalks, and near them, and I feel that in both cases those accidents should not occur at all. I hope that as a consequence of the information I will give to the House tonight the Ministers will see that the accidents are unnecessary and that some of the problems can be solved. This, of course, would save lives.

For a number of years I have advocated overhead bridges where there are pedestrian ways at the present time. I believe that with the great growth in traffic this is the only solution. As I have said before, in the vicinity of the schools in Hobart, overhead bridges have been built by the Government to save children having to cross the highways and byways. The same thing has taken place on the King's Highway in Melbourne, quite close to a school.

As late as the 30th April this year, a gentleman who was passing over the pedestrian crosswalk at West Midland was killed. Others have been killed at the same spot, and others have met with accidents. Pedestrian crosswalks do not ensure the safety of persons crossing the road. When people at West Midland are coming home from work in the evening between 5.30 and 6.30 o'clock they virtually carry their lives in their hands because of the thousands of cars travelling in both directions on the highway.

If it is good enough for a town planner like Paul Ritter to advocate overhead bridges in the city, it should be good enough to have them put on the outskirts of the city. As I have stated before, I wrote to the Minister for Education in Victoria and asked him where he got his idea for the overhead bridges on the King's Highway, just out of Melbourne. To my amazement he said he conceived the idea after seeing the overhead bridges on our freeway at Como. So that person came to this State from Victoria and saw how we built bridges for people to pass over the freeway at Como.

There should be overhead bridges where the Great Eastern Highway passes through Bassendean and West Midland, and I hope the Minister will give consideration to the suggestion. I drew the Minister's attention to a fatality which I referred to a few minutes ago, and which occurred on the 30th April. It was fully reported in a recent issue of the *Daily News*. I received the following letter from the Minister, on the 16th June. The letter reads as follows:—

Dear Mr. Brady,

Reference is made to your letter of the 8th May concerning the safety of pedestrians at the West Midland pedestrian crossing.

I am advised departmentally that it was intended at one stage to provide a footbridge in this area to give access to the West Midland Railway Station. However, with the introduction of the proposed rail/road terminal at Midland, it was considered that the number of persons who would use this facility would be small and there was no justification for its immediate erection.

In view of this advice, it was decided to defer consideration of an over-bridge pending clarification of

future developments and pedestrian needs in this area.

This pedestrian crossing has been included in the recommended priorities for future sodium floodlighting but some period of time is likely to elapse before the equipment is available and installation effected.

What good would sodium flood lighting do for people who get bowled over in broad daylight? I do not know who is advising the Minister, but I think he is badly advised in regard to this matter. There must be 1,000 schoolchildren using the trains at West Midland in the mornings and afternoons, and they have to go over the highway. I will give the Minister credit where credit is due: It is true a flagman is stationed there for half an hour in the mornings and afternoons. This is not satisfactory for all sorts of reasons. School children often are delayed when going to school and when leaving school, and if they do not happen to be at the crossing when the flagman is present they are carrying their lives in their hands. When workers return on trains from a day's work they stand at the crossing in trepidation waiting to get across at dusk. I think it would be more economical to cut out the flagman and policemen and have an overhead bridge. I would like the Minister to have his departmental officers look at this problem again.

I was going to relate another matter regarding pedestrians at a later stage, but perhaps I could deal with it now as I have already conferred on it this morning. About 10 years ago the mothers' club from the Anglican Church in Guildford Road wrote to me because they were concerned about 15 or 16 children who stand at the crosswalk at James Street Guildford and wait to cross the road to the slow learners' school. The children are mentally retarded and they walk down from the home, cross over the bridge, and then have to cross one of the busiest roadways in the metropolitan area. They have to cross this road twice, in the morning and again in the afternoon and sometimes they stand for a quarter of an hour waiting to get across.

At that time I referred the matter to the department and I was told that nothing could be done. That was 10 years ago. Quite recently I drew the Minister's attention to this matter again and in the meantime the number of children has grown from 16 to 54. There is a "C"-class hospital, of a major kind, in the vicinity of this particular pedestrian way, and another "C"-class hospital has been built around the corner from it. The Minister tells me in a letter, that he has had his officers visit the scene and they have decided it was not the place for a pedestrian crossing.

These are mentally retarded children and yet departmental officers say a pedestrian crossing cannot be arranged. Having

regard for the interests of those children, and having consideration for their parents, I feel lights should be put there so that a person in charge can press a switch and wait for the children to get across. Then the light can be switched off. I do not think any institution with mentally retarded children should have to be put to this great difficulty.

This morning I spoke to the matron about this matter. One of her staff wrote to me about it three or four months' ago. She told me that there are occasions when they have to try to obtain a vehicle to take the children backwards and forwards, because they might be run over by a vehicle on the road. In the immediate vicinity of this pedestrian crossing, there is a 3 ft. 6 in. railway with no flashing signal on it. Many grownup pedestrians—and I mention that they are not mentally retarded—have been bowled over during the last two or three years by the trains which go over this crossing. Nevertheless, 56 mentally retarded children are expected to negotiate this road and rail crossing.

I do not know what goes on in the Minister's department, but it seems to me there should be an overhead bridge or some other crossing so that these children should not have to put up with these difficult conditions.

I do not want to labour the point, but it is my task to draw the Minister's, and, indeed, the Government's, attention to this matter. I am doing what I must do by mentioning it tonight, and I will leave it at that. I could go on to explain other matters in connection with this, but I do not want to take up all of my time on the one subject, despite the fact that it is so very important.

I would like to touch just briefly on the matter of the standard gauge railway. We have been led to believe for over five years now that this standard gauge railway will be operating within a very short time. However, it seems that even at this late stage, and after five years, the people who are likely to be upset through the surveying of the line and other matters associated with it, do not know exactly where they stand.

I recall that 12 or 18 months ago some people in Guildford asked me whether their house was going to be taken over. I was told officially that no final decision had been taken in regard to the matter. Portion of the reply I received is as follows:—

I am therefore unable at the moment to state whether any reduction of houses will be necessary, but the owners may be assured that advice of the department's intentions will be given in ample time to enable them to make alternative arrangements.



I consider that more of these people should be advised by now whether they have to shift, and whether the standard gauge railway is the reason why they will have to seek other accommodation. They are elderly people, and I would like to see something done in regard to this matter.

Whilst, again, I could speak on the matter of resumptions in connection with the standard gauge railway, which are causing great inconvenience, I will not labour that point because, once again, I want to talk on a few other matters which are associated with the standard gauge railway.

Mr. O'Connor: Will you give me the names of the people who are involved?

Mr. BRADY: I will be glad to provide the Minister with this information. The next point I wish to refer to is the minimum amount of information which is forthcoming from the Minister for Railways and his departmental officers in connection with the standard gauge railway. Last May I wrote to the Minister and pointed out that the chamber of commerce, as well as the public, were concerned about where the new terminal was to be built. There was a large body of opinion along the lines that the terminal for the standard gauge railway should be built at Midland, and that many millions of pounds could be saved to the taxpayers of Western Australia if it were built there, and that as a consequence, there would be some chance of the railway paying its way at a very early stage, but this will be very greatly delayed by this terminal being built in East Perth.

I want to make the point that I wrote a reasonably long letter to the Minister on the 15th May in connection with this matter, and the reply I received was most unsatisfactory. In my letter I said that the public, and the local chamber of commerce, wanted to know whether the new station, if it were built in Midland, would be an additional station to the fast service station which is likely to be built, and whether it would incorporate the additional facilities of a bar and liquor license, cafeteria, bookstalls, etc. My letter touched on other matters in addition to those I have mentioned. The Minister wrote a very brief letter in reply on the 6th June after taking nearly a month to answer my letter. He said—

Dear Mr. Brady,

In your letter of the 15th May you sought certain details in connection with the Rapid Transit Terminal and Interstate passenger terminal at Midland. I am sorry that as finalisation with the Commonwealth has not yet been arrived at, I will be unable to satisfactorily answer a number of your questions. I am hopeful however, that this decision will be made in the very

near future and I should then be able to provide the detail required—

- (1) If this interstate terminal is to go at Midland, it is probable that this and the Rapid Transit Terminal would combine to make a larger modern structure in the area.
- (2) Should the interstate terminal be erected at Midland I would anticipate book stalls, cafeteria, etc., being included.

I am sorry I cannot be more positive regarding these matters, but will be only too pleased to discuss them with you should the final location be Midland Junction.

I have heard nothing further from the Minister, but I have heard from other sources that the terminal will be at East Perth. I consider that a lot of the people who live in Midland will be disappointed. However, what I am concerned about is the scarcity of information in connection with this project. I consider the Minister could have given us quite a lot more information as to what was projected so that the chamber of commerce and others that were interested would be able to pursue the matter further if they wished and save the taxpayers of Western Australia many millions of dollars. Apparently the decision has been made and Midland can be forgotten in regard to this matter.

I mention that I wrote an article for the Labor paper in connection with this matter. I also sent a case supporting the idea that Midland Junction should be the terminal to the Commonwealth Minister, and I received a very encouraging letter from him. In fact, he seems to have given me more information than the State Minister for Railways in connection with this project. All along the line there seems to be a secret society at work. Nobody wants to tell us what is happening.

There are a number of business people in West Midland who are in various callings and, over the last 12 or 18 months, it has been rumoured that there is going to be an overhead bridge right where they are conducting their businesses. They asked me to find out what the position is in regard to the overhead bridge. I wrote to the Main Roads Department, and I do not want to read the whole of this letter to the House. However, I mention that in the second paragraph of this letter, which is dated the 22nd May, it is stated—

No detailed design has been undertaken and until such time as this is done no firm decision can be made as to the property that will be required. It is not known at the present time when the bridge will be required and consequently a detailed design has not been considered. Many other locations in the metropolitan area have a higher degree of priority for the provision of road-rail grade separation and therefore will be programmed for detail design ahead of this project.

Here again, the minimum of information is available to the people who will probably have to forego the sites where they have been carrying on their businesses for the past 25 or 30 years.

I should think that the department would be a little more liberal with information. After all, I am the member for the district and people expect me to know what is going on, but everyone is like an oyster. I do not know whether they are acting that way deliberately to try to advantage certain vested interests to get in on the ground floor, as it were; whether it is pure ignorance on their part; or whether, perhaps, it is for the want of some direction from departmental heads or from the Minister. I stress that this information should be made available, and I am not saying that it should be made available only to me. I am only the mouthpiece for the people who are immediately concerned. I deplore the fact that it is necessary to touch on this subject during the Address-in-Reply.

Mr. O'Connor: You do not want the information before we get it, do you?

Mr. BRADY: Of course I do not want the information before the Minister has it, but I am quite certain that both he and his departmental officers have a lot more information about the standard gauge railway terminal than they are prepared to give me or anybody else.

Mr. O'Connor: You are very wrong.

Mr. BRADY: Nothing will convince me otherwise, because it seems that other people can get certain information and know what is going on when local people cannot get it.

The next point I want to mention briefly is a matter which could be spoken about for a great length of time; that is, workers' compensation. One afternoon three weeks ago, I had the experience of a man walking into my home and asking me to read a letter which was in his possession. He read me a notice from the Government railway workshops informing him that his services had been dispensed with because there were no light jobs available for him in the shops. I understand this man said he had worked there for 12 years. He had an accident in the railways and had lost a certain amount of time due to this accident. He had been backwards and forwards to the doctor at least three or four times and had lost a week or two at work on each occasion. This time he went back with a certificate to the effect that he was fit to resume work, but should be given a light job. The light job which he was given was the sack.

This is a most inhumane way of dealing with employees in any concern. However, I think it is disgraceful for Government departments to do it. Whilst a private employer might be really pushed in regard to wanting the full amount of service out of an employee, when a man

who is employed by the Government has had an accident and presents a certificate he should not be given the sack. I would like the Minister for Railways to ask his officers to be a little more humane in such matters.

In addition to that case, only a week ago another man walked into my home and told me that he had a certificate saying that he was fit to resume light work, but his foreman had told him that he could not be started. This man brought the certificate to me and I would like to mention the circumstances of his case. His wife had just undergone a major operation in the Royal Perth Hospital. There had been a bereavement in the family, and he had not received either workers' compensation or sick pay for nearly six weeks.

He had not been told he could not receive any workers' compensation. He had been told that he could not receive any sick pay from the Social Services Department because he was on workers' compensation. I rang the Social Services Department and wanted to know the reason why it was acting this way, and I rang the Railways Department to find out what its story was. It seems that somewhere along the line while this man was receiving workers' compensation, he had shifted into the home of his father-in-law. It appears that because of the cheaper rent and because he might have helped with the shifting, this could be held against him. It was maintained he was not suffering from a disability and therefore he was not entitled to workers' compensation.

However, he has now been informed by me he would not receive compensation, and it does not take much imagination to realise the great difficulty and distress with which this man is faced. He has a sick wife who has had an operation and he is faced with other difficulties. I think the department concerned could have been a little more reasonable with this man and advised him how to go about applying for sick benefits even although he was ineligible for workers' compensation.

According to the reply I obtained in answer to a question I asked in the House either today or yesterday, there are light jobs available for some of the people mentioned, which I was pleased to hear. However I hope the position does not develop into a situation whereby only certain people can obtain light jobs and others cannot, because, if it does, great difficulty will be experienced by everybody concerned. If light jobs are available, certain people should not be selected for them. The selection should be on the basis of first on and first off while light jobs are available.

I hope the department will take the opportunity to advise people at an early stage, and officially, if it intends to put them off and also advise them they are

not entitled to compensation—if this is the position—so that they can apply for benefits from the Social Services Department. This at least would give them an opportunity to help themselves and their families through the difficult period of unemployment.

The next subject I wish to raise, because it appears on the same page as the questions and answers to which I have just referred, is the matter of the hours during which the traffic offices are open. During yesterday's sitting I asked the Minister for Police a series of questions on the daily commencing time of traffic officers employed in traffic offices in various parts of the metropolitan area. I also asked what time these offices were open to the public each day to license vehicles; whether the officers employed in them took a full hour for meals in the middle of the day; and if the hours could be changed to avoid members of the public queuing up in front of the traffic office.

The reply I received showed that at the Perth, Fremantle, Victoria Park, Subiaco, and Rockingham traffic offices the members of the police staff commence duties at 8 a.m., and at Midland and Armadale offices they started at 8.30 a.m. In answer to my second question I was advised that in Perth and Midland traffic offices the hours of business were from 9 a.m. to 4 p.m., except during the lunch hour. In the Fremantle, Victoria Park, Subiaco, and Armadale traffic offices the hours of business were from 9.30 a.m. to 3.30 p.m., and the hours of business in the Rockingham traffic office were from 10 a.m. to 3.30 p.m., except during the lunch hour.

At a time when 20,000 to 30,000 new vehicles are being registered every year and when in this State there is one vehicle to every three members of the population, traffic offices should be open to the public during the lunch hour. This should be done even if it means staggering the hour for lunch among the members of the staff, and those officers working longer hours in the afternoon.

In this Parliament members have, from time to time, felt inconvenienced because certain members of the staff have taken an hour off for lunch when we were urgently in need of their services. A request was made that some of the staff should be available for duty—particularly typists—during the lunch hour and that has been done. Just imagine, when thousands of people take the opportunity, during their lunch hour from 12 noon to 1 p.m., and from 1 p.m. to 2 p.m. to pay motor vehicle registration fees or other traffic fees, the inconvenience that is caused when the officers employed in traffic offices—particularly the ones at Midland in my electorate—close from 12.30 p.m. to 1.30 p.m. I appeal to the Minister for Police to have a look at this matter and, instead of the Police Department and its officers being given all the consideration, ensure that the general public be considered also.

Although I could speak at length on the subject of housing, I will not do so. I will, however, draw the attention of the Minister to one case to which I referred the other evening when speaking on the amendment to the Address-in-Reply. A new Australian woman by the name of Mrs. M. Zurawski applied for a house in 1963 and to date she still is without a house. In the meantime she has complied with every request made by the department. She obtained a legal separation from her husband as a result of which she is being paid maintenance by her husband for the six children who have been left in her care. She has another child whom she preferred to leave with her husband.

At the moment this woman is living in her daughter's home which is her daughter's own private property. So in addition to her daughter's family there is this woman and her six children living in this house. I understand there are about 12 people living in a home which was built for about three persons.

The State Housing Commission argues that she cannot be granted a home because she has a half interest in a house with her husband from whom she is separated. Her solicitor has pointed out that it could take months to finalise the disposal of the house. The husband has refused to sell, maintaining that \$200 would be his wife's equity in the home, but the wife argues that £900 would be little enough for her share. As I have said, the Housing Commission maintains that she cannot be granted a house because of her financial interest in this home.

The council has now decided that the house is unfit for habitation and should be renovated immediately, and therefore this woman is badly in need of other accommodation, because she will have to leave the premises. I have written to the commission at length on this matter, pointing out that this woman has been trying to obtain a house since 1963, and, without going into the sordid details concerning her separation from her husband and the steps she had to take to obtain the custody of the children, I want the Minister to give attention to her case over and above the applications of other people I am trying to assist to obtain housing. I am appealing to the Minister to help this woman to keep her sanity, because she is in danger of losing it on account of the many difficulties and the hardships she is experiencing.

There is another minor matter which I wish to raise, but I will not labour the point. Recently a man was told he had used 210,000 gallons of excess water and he received an account for it. He made arrangements to pay for it by instalments, and he also indicated that the meter could have been faulty. Despite the fact he has to pay \$54 for this excess water, the department has now advised him that if he is of the opinion that the meter is faulty, he will have to make an official applica-

tion for a meter inspection which will cost him \$1.

In the last fortnight I have drawn the attention of the department to a bore from which 1,000,000 gallons of water a year is running to waste on Government property, and yet nothing is done about it. To be fair, I think the Water Supply Board is negotiating with the Education Department to ascertain if the bore can be harnessed and the water reticulated through an oval which has already been grassed. In my opinion it is a gross injustice that following a man being charged for 210,000 gallons of excess water he is asked to pay a meter inspection fee of \$1.

Mr. O'Neill: Is not that fee returned to him in certain circumstances?

Mr. BRADY: The Minister may be right, but that man cannot afford to pay the fee as well as the charge for excess water. I subsequently received a letter from the department advising me that because I had entered into negotiations concerning this matter the man had stopped making his payments for the excess water and that if he did not make good his arrears the water would be disconnected from his house. So the department intends to claim its pound of flesh. They would be the most appropriate words to use in discussing this matter on the Address-in-Reply debate.

Another point I want to raise is the long delay that occurs before Government departments reply to correspondence from members of Parliament. On behalf of the Bassendean Shire Council, some time ago I raised with the Minister for Education the matter of a prefabricated structure which I had been informed was being built on the Cyril Jackson High School site at Ashfield. Apparently the Education Department does not have to confer with the local shire council and it has gone ahead and erected a prefabricated building in the Cyril Jackson High School grounds. This high school was erected some time ago. I think the Minister opened it in 1964.

Over 800 children attend that high school and a prefabricated building has now been built on the same site. I took the opportunity to inspect it only this morning and it appears to me to measure about 20 ft. by 20 ft. In my opinion it is not in keeping with the high school building. My main complaint is, however, that despite the fact I wrote to the Minister in July last asking if it was true that this prefabricated building was to be erected on this site and if he could give me some information concerning the matter because the shire was of the opinion it detracted from the appearance of the main structure, I am still awaiting a reply either from the department or the Minister himself.

I received a letter from the Bassendean Shire Council on the 26th July and I wrote my letter to the Minister on the 28th, and, as I have said, I am still awaiting a reply. I would like the Minister to give

some consideration to this matter, because I feel the shire council should not be treated in this way. The least the Education Department could have done, when the construction of this prefabricated building was first mooted, was to confer with the shire council with a view to agreeing on what should be done, rather than going ahead and building a prefabricated school alongside what is considered to be a first-class high school. I hope the department will do something about the matter.

I now refer to another subject, because it was raised at a meeting of the Bassendean Shire Council. It is that approaches be made to the Commonwealth authority to establish a school in Western Australia for training in civil defence, the same as the school that has been established at Mt. Macedon in the Eastern States. I understand that for some considerable time people in all walks of life and officers from various Government departments have been sent over to the east to receive instructions in civil defence. The question was raised as to why these people should be sent to the Eastern States.

Western Australia contains approximately one-third of the area of Australia. It is a growing State, and if anything untoward happened in South-East Asia it would be the first State in Australia to feel the brunt. One speaker at the council meeting said there should be people in Western Australia who were capable of giving instructions on civil defence, and it was not right for everything to be centred in the Eastern States.

It is time the Commonwealth Government and the defence forces looked to the western side of Australia, and they should not build all establishments in the Eastern States to favour vested interests. Whilst some excuse might be given for sending members of the Army, Navy, and Air Force to the Eastern States to receive training, I can hardly concede that the same should apply to civil defence training. The scope for civil defence training in Western Australia is greater than the scope in the Eastern States, so I hope the Government will approach the Commonwealth authorities to induce them to spend a few hundred thousand dollars in Western Australia for the purpose I have mentioned.

I now turn to one matter that I have raised previously. The Koongamia district was built up in the last 10 to 12 years, and the rate of development has been a great credit to all concerned. However, the development has met with certain profound weaknesses from the inception. Whoever designed and planned the drainage has not been able to cope with the seepage problem.

Shocking problems have arisen in the Koongamia district, but I do not wish to deal with them at this stage. Recently the

Koongamia Progress Association requested me to take up the question of seepage at Koongamia. I took the matter up with the State Housing Commission. To my amazement the commission replied stating that the matter had been taken up with the Midland Municipal Council, and it enclosed a copy of a letter to the council asking it to advise me as to what would be done. That is not the proper way to attend to matters such as this. The commission itself should investigate the position and inform me accordingly so that I can advise the progress association.

Generally speaking Koongamia is an excellent residential area. On one occasion I told the progress association it was second to none in the metropolitan area, and I believe that. In the district the Housing Commission is building a good type of residence of brick, asbestos, or weatherboard. In recent times a great number of these have been built for the Commonwealth on the basis that members of the R.A.A.F. would occupy them. The Minister should not spoil the good work of his department or the image of Koongamia, for the sake of installing proper drainage to alleviate the seepage problem.

About five years ago I took the previous Minister for Housing to inspect this area. I got the impression from him that the difficulties would be attended to, yet five years after that—during which there has been an increase of 25 per cent. in the houses in that area—the problem has not been solved.

Mr. O'Neill: We spent a considerable sum of money last year on ancillary drainage in the area but I cannot give the exact figure.

Mr. BRADY: The Minister could be right. If steps are not taken an epidemic of some kind might break out, and that could cause great hardship. I shall skip a few topics, because I do not know what time I have left.

The SPEAKER: The honourable member has another 15 minutes.

Mr. BRADY: I now refer to one matter which is close to the heart of every person and which affects the State as a whole; that is, the welfare of children. Recently I was asked by the Labor Day Committee to visit two institutions within an hour's ride of Parliament House, in order to present to the children a small monetary consideration because of the cancellation of the Labor Day sports outing. In other years the children have been given a day's outing, and provided with meals.

Another person and I were delegated by that committee to visit the institutions. In one institution I found approximately 100 children. I asked the principal how many of them were orphans, and he replied that none were. I then asked where the children came from, and he said they came

from broken homes. The next day I visited another institution and told the principal there about what I had learned from the first institution. He told me the position at his institution was practically identical, and this institution had almost 50 children.

It is time that all and sundry looked into this problem which affects the State. It is a very serious one. When we consider that 100 children in one institution, and almost 50 in another, come from broken homes, we begin to wonder what is happening to our civilisation.

I looked up the records of the Child Welfare Department in the last few days, and they contained a revelation. They gave the number of children entering and leaving child welfare institutions. I pay the highest tribute to the departmental head, the officers, and the institutional staff of the Child Welfare Department who are looking after the welfare of these neglected children. Some of the staff have made very great sacrifices for the benefit of the children.

What I am concerned about is the trend in our society towards the welfare of children. It is a deplorable state of affairs that the children in these institutions come mostly from broken homes. It might not be known generally that there are three departmental institutions, 14 institutions run by four churches, and nine institutions run on a non-denominational basis in that children of all denominations are admitted.

In 1964-65 the admissions to the Child Welfare reception home totalled 1,642. In 1965-66 the admissions totalled 1,068. The total admissions in all subsidised institutions for the year ended the 30th June, 1966, totalled 910 girls and 1,468 boys, making an aggregate of 2,378. In the preceding year the total admissions were 929 girls and 1,298 boys, or an aggregate of 2,227.

A great number of children are admitted to, and leave, the institutions each year. I should therefore give the final figures for all the institutions. According to the records the number of children left in the various institutions in 1966 totalled 555; and in 1965, those left in totalled 475. In other words, there was an increase of 80 children who were left in the institutions during 1966.

It is true that many of the children are admitted temporarily for various reasons. My purpose in raising this matter is to draw attention to the trend which exists in regard to the welfare of children. I do not know whether the reason for the neglect is that the parents cannot obtain houses, whether the neglect arises from the conditions which exist in our affluent society, or whether the fathers left their homes to engage in highly remunerative employment in other parts of the State.

Consideration should be given to an inquiry into the position. I contend that ultimately an inquiry of some sort will have to be made to determine the causes of the breakdown in family life in view of the fact that institutions which were meant to accommodate orphans have virtually been turned into reception homes for neglected children from broken homes.

If we were to seek the views of members we could be given 20 different reasons for such neglect. I have my reasons, but I believe that ultimately the position will have to be inquired into. Three weeks ago I was told that a policeman had left his family high and dry. On relating that incident to a person this morning I was told that another policeman had done the same thing.

The SPEAKER: The honourable member has another five minutes.

Mr. BRADY: I know of another instance of a policeman leaving his family. Apparently the fact that a man is an arm of the law does not seem to matter much. It seems to me that our so-called society which is on the up and up is very much on the way out.

Let me say, as I have said before, that it appears as though people who have the least reason in the community to fend and do for these are the ones making the greatest sacrifices. In some of the denominational homes those working for \$12 and \$14 a week, plus keep, are doing the jobs which the children's mothers and fathers should be doing. To me this is a very serious position. I want to draw the attention of members to what is going on in regard to family life in the hope that the information might be helpful to them in solving this problem.

In the few minutes I have left I want to say that all members during the last week received a brochure from, I think, the Commonwealth department, setting out full details in regard to transport and associated matters. In view of my concern about pedestrian safety, before I came into the House tonight I glanced quickly at the statistics contained in this brochure.

On page 315 it is revealed that in the Perth area alone in 1946 there was a total of 34,000 vehicles, or an average of eight people per vehicle. In 1965 the total was 180,000 vehicles, or approximately three people per vehicle. For the whole of the State in 1946 there were 67,000 vehicles, or an average of 7.3 people per vehicle; and in 1965 the figure was 291,000 vehicles, which is equal to 2.8 people per vehicle.

These figures indicate that in a period of 21 years the number of vehicles on the road had just about been multiplied by four and the number of people per vehicle had been reduced from 7.3 to 2.8. That conveys to me the information that we must have a great deal more regard for the pedestrians who must use our highways and roadways and that we should

be doing more to protect them than we are doing. We should provide more in the way of safety aids such as overways, crossing lights, and such measures to ensure the safety of the pedestrians. I just thought I would remind members that this brochure will tell them the story in regard to vehicles.

I do not think that in the limited amount of time left to me—which I think might be only a minute or two—I should proceed to any other subject. However, I support the proposition in regard to the Address-in-Reply.

MR. TOMS (Bayswater) [9.19 p.m.]: I do first of all want to join with other members who have paid their respects in regard to the late Mr. George Meredith Cornell, a member of this House for many years and one who represented his electorate with distinction. I cannot help but feel that those of us who had the privilege of being with and meeting George Cornell will realise that because of his untimely passing, this Chamber will be the poorer. I believe that one could get very interested in him. He was a man, forthright in his convictions, and not afraid at any time to express those convictions. Therefore, I do join with others in expressing my deep regrets at his passing and I hope that time will heal the gap that must be left for the sorrowing widow and sons.

I would also like to say how sorry I am that the member for Roe (Mr. Hart) has found it necessary, because of illness, to resign as a member of this Chamber. I only hope that now he has given away the arduous duties as a member of this august body, as we might call it, his health will be restored and that we may yet see him here at a later stage.

No doubt, Mr. Acting Speaker (Mr. Mitchell) you have, along with other members, listened most intently to the speakers who have contributed so far to this debate; and if you were not at all biased you would possibly have gleaned the opinion that there does seem to be a rather good bandmaster on the Government benches because the members of one accord seem to be in tune with the object of extolling the virtues of this Government and what it has done. In fact, I could not help but feel amused at some of the remarks which have suggested how under this Government the State was leaping ahead.

The member for Perth and others apparently feel that this country should be very grateful for the God-sent Government we have at the present time. The sudden discovery of iron ore in this State is something which apparently had not been anticipated before. Members of the Government apparently forget that the Labor Government was the first to be aware of the iron ore deposits and the possibility of exporting this particular

commodity overseas. We did in fact seek an export license at the time, but were unsuccessful.

I cannot help but feel that any developments which have taken place in recent years would have occurred whether the present Government or a Labor Government was in office. Many factors govern our development and perhaps the greatest of these would be the fact that the Commonwealth has felt the need for more exports to balance or increase our trade a little. This situation could have arisen irrespective of which party had been in office.

I want now to touch on a few general matters. I would draw the attention of the Minister for Works to something which I believe is becoming an increasing hazard, and that is the growing menace of these tin motorcars which now run around our suburbs. What concerns me a great deal is the habit which seems to be developing on the part of parents of depositing in the morning and picking up in the afternoon their children from school even when there is only the slightest suggestion of a drizzle of rain.

I am particularly concerned because in the district I represent we have several primary schools right on busy highways. We have the one at Embleton on the Collier Road, the one in Coode Street, and another in Drake Street. It amazes me that no child has been killed as yet. At the same time as the parents are bringing their children to school and collecting them after school, buses are arriving. Kiddies run in and out between the cars and buses and this is creating a great problem.

My suggestion to the Minister for Works is that in future the school sites committee, when deciding on positions for schools, should ensure that a sufficiently large area is made available for this growing car-parking problem. In connection with one school—Hillcrest—the local shire is most perturbed about the position and is making provision in this year's estimates to do a certain amount of kerbing and widening of the roads to provide more parking. Although the council does not receive rates from the Education Department on the school sites, it is expected to spend this money.

However, I am hoping that the Minister will consult the school sites committee with a view to ensuring that in future any school, whether or not on a major road, should at least be provided with a sizeable area to allow adequate parking space. This space is necessary not only for the cars of parents, but also for those of the staff.

It seems to me remarkable that in 1967 the Government is once again going to study town planning, particularly in regard to metropolitan planning. Among other things in August of 1964, on page 555 of *Hansard*, I had this to say—

I did mention that we should not plan so far ahead in regard to town planning, because here is an example of a man who could have been left on his property for 25 years waiting for something to happen which I say now might never happen. How can any town planner say that in 20 or 25 years a road is going to pass through a particular district? How does anyone know what the traffic will be in any particular section of the metropolitan area in approximately 20 years' time? Therefore the Town Planning Department in this State should have a second look at the future town planning of this city.

Those words were uttered in 1964, and now, in 1967, we are going to have a look at the planning.

Members will recall the grievance expressed by the member for Balcatta last night; but this is not peculiar to that section of the metropolitan area only. It is applicable to quite a number of other areas.

In *The West Australian* of the 14th July, 1966, a screed appeared in the east suburban section showing the intention in regard to the district of Bayswater. It was to be bisected by a six-chain highway with an interchange at various points along it. This was to cut the district completely in half.

Mr. Moir: A six chain highway?

Mr. TOMS: If members wonder why the highway was to be six chains, my only answer is that a statement was made about two years ago to the effect that it had become departmental policy to make provision for these highways and freeways to be at least six chains wide. Members have heard me ridicule this before. As a matter of fact, the caption in this particular supplement deals with the big freeway plan and development.

However, that was not sufficient. In October, 1966, another article with the heading, "Planners Apply Freeze To Big Area In Belmont" appeared. If one reads this particular item one will find that it is proposed that from the Rivervale Crossing to a point in the Great Eastern Highway—Abernethy Road—no development shall take place without the approval of the Metropolitan Region Planning Authority.

Those are the things that are upsetting people throughout various parts of the metropolitan area. Of course, I am not surprised that I have not seen a plan showing these monsters, or octopuses, creeping across Dalkeith, Nedlands, and places like that. No doubt there would be a fair-sized scream if the Government wanted to put another leg of the octopus running through those parts to ruin another section of the metropolitan area.

People are perturbed when they see announcements in the Press about what the

Government intends to do, and they write to the department to ask whether their properties will be involved. But, as the member for Swan said tonight, there is so much hush-hush about the position that it is almost like a secret society, as it were; no-one can get any information about what will be done.

When people do get a reply from the department it is couched in terms similar to the letter I received when I made representations on behalf of a man living in Great Eastern Highway, Belmont. Upon reading in the Press that the Belmont area was to be frozen, he wrote to me and asked me whether it was possible that his block would be affected. He had not been told that it would be, but he thought it might be, after reading certain articles in the Press. The reply I received from the department was as follows:—

Reference is made to your letter of 20th July, 1966 in which you raised the question of the likelihood of resumption of the property of Mr. J. W. Gilchrist of 120 Great Eastern Highway, Belmont.

It is advised that although no proposals have yet emerged from any long term studies of road development in this area, it appears clear that Mr. Gilchrist's property will not be affected in any way.

By some mysterious means the plan has not been sighted by members other than the member for South Perth, a member in another place, the Leader of the Opposition, and myself. We were able to see it at a meeting which was called by the residents who were involved. The Leader of the Opposition has the number of the plan, but if it is proceeded with a large number of properties in the area concerned will be affected.

We are not being told the full story about the planning for our city; all we know is that certain legs of the system will go out here, there, or somewhere else, with a view to doing something further on. By the time we get to point "A" we have to go on with point "B" because of what has already been done and, as a result, many people in the metropolitan area today are being disturbed. I am getting absolutely sick of the way our town planning is proceeding and for the way it is upsetting people.

Our people require more houses and yet we see an item in the Press which reads, "Freeway extension may cost \$40,000,000." That is for the extension into the member for Balcatta's territory. We have plenty of money to build freeways, and legs of freeways that are creeping throughout suburbs today, but we seem to give no thought whatever to the residents who may be in the way. We have a housing problem and yet we are prepared to let our Town Planning Department and our town planners go mad.

Last year in the House I challenged the planners to prove to me the necessity for a six-chain wide highway through my electorate. I have not yet received any reply, nor do I expect to receive one; because they could not give me a reasonable answer to my question. All the planners say is, "We may want six chains of land for this highway." In the same way the planners paid \$85,000 for an acre of land in South Perth because they thought we might want another bridge there. We might!

I am getting concerned about these free-ways and I am hoping that when the Premier has had a reappraisal made of the whole scheme some notice may be taken of the expert who came from the Eastern States and said that planned free-ways were a waste of money. No doubt members read what Professor R. A. Jensen, Adelaide University's Professor of Architecture and Town Planning said. In case they did not I will read the newspaper extract—

Perth's proposed freeway system was a huge waste of public money, an Eastern States town planning authority said in Perth today.

Adelaide University's Professor of Architecture and Town Planning R. A. Jensen said it was time Australia stopped importing so-called planning experts from America and began applying common sense to its traffic problems.

U.S. Planners advising almost every Government in Australia were, in many cases, the same firms whose ideas were being proved useless in major American cities.

Said Professor Jensen: "I am not criticising the planners in Perth. They are just doing their job. I am criticising the politicians who are allowing these schemes to ruin one of the most beautiful cities in Australia.

Mr. Brady: Hear, hear!

Mr. TOMS: He is not complaining about the planners; he is complaining about the politicians who let the planners go mad, as they are doing in this city of ours at the present time.

Mr. Brand: What about past politicians, if there is any truth in that statement?

Mr. TOMS: We had a good idea in bringing traffic over to the north side, without building octopuses such as are being built today.

Mr. Brand: What about the 45 to 60 acres reclamation down there, and what about the Freeway plan that was accepted by you people when you were over here?

Mr. Bickerton: You said the previous Government did not do anything.

Mr. Brand: It did that.



Mr. TOMS: I think the Premier might have an opportunity to speak later on if he wishes to do so.

Mr. Brand: I certainly will, thank you very much.

Mr. TOMS: I am endeavouring to put forward my complaints about this project.

Mr. Brand: I thought I would remind you that more than the present politicians are involved.

Mr. TOMS: I can see what is happening today.

Mr. Brand: You should have asked what was happening previously.

Mr. TOMS: I am among the politicians who today are seeing our city ruined by some of these stupid ideas in regard to town planning.

Mr. Brand: I think I have made my point.

Mr. TOMS: This professor went on to say—

"My first reaction was one of horror when I saw what the Roads Department had done to the river foreshore."

He said it was pathetic to see beauty spots like the Swan River being defaced by outmoded, status-symbol freeways. These spots should be left for the people to enjoy.

Mr. Rushton: You wish somebody had reduced the size of the Kwinana Freeway?

Mr. TOMS: For the information of the honourable member, the Kwinana Freeway is about two chains wide and at present provides for four lanes of traffic, two each way, and there is still room for another lane each way if required, making six in all. That Freeway is only  $1\frac{1}{2}$  or 2 chains wide, yet we are now told by our planners that they want a 6-chain strip from Gosnells through to Beechboro, for the Gosnells-Beechboro highway which will pass through to the territory of the member for Balcatta.

So do not tell me that the planners have not gone mad when they talk of a strip like that! The Kwinana Freeway, which is only  $1\frac{1}{2}$  to 2 chains wide, is carrying plenty of traffic and is still not to capacity. The planners say that a wide area has to be provided for because they do not know what will be required in 20 to 25 years' time. The member for Beeloo said the other night, and quite rightly, "How do we know what forms of transport will be used in 20 to 25 years."

I have taken this matter up with the Commissioner for Town Planning in regard to compensation for people whose properties are in the way of the Beechboro highway. One night I kept him working overtime and in the end I said, "When is this road going to be built?" and he said, "I believe in 20 to 25 years' time." I asked him, "How do you know you will want it here at that time?" and members would be amazed at the reply, which was to the effect, "We don't."

These are the people who are doing our planning! So is it any wonder that residents in various parts of the metropolitan area are becoming upset. As I said before the planners are not worried about who will be upset so long as they get plenty of land for what they want to do.

One night in the House I suggested that the department shift us all over to the other side of the ranges until they have finished mucking the place about and then, if there is any room for us here, we can come back.

The member for Balcatta has already touched on the point of bringing traffic into the city. This is something we should not be thinking of doing. Melbourne is building satellite cities so that people can do their shopping outside of the City of Melbourne. That is what we should be concentrating on instead of bringing people into the city. Perth's streets are narrow enough now with all the traffic we have without bringing any more into the city. There is talk about making Hay Street into a mall; it is not wide enough now for anything else, really, because the traffic position there is haywire.

Mr. Dunn: Are you looking for Mr. Ritter's job?

Mr. TOMS: Not particularly. I want to bring to the attention of the House the case of a New Australian in my electorate who received notification that as the Beechboro Gosnells highway was to be three chains wide his house would be required. He had a beautiful brick home. So he shifted from that site  $1\frac{1}{2}$  miles further along the road. He now occupies another beautiful home on a site which is completely developed and grassed. It is on a block two chains wide, but now he finds that with the resumption of land required for the construction of a six-chain highway he is required to give up his house. Is it any wonder that he is upset? In the letter I have received from him he says this—

Sir,

I have been in Australia 39 years, serving in the A.I.F. for five years in the second world war.

Since coming to this country my wife and I have struggled and worked very hard to achieve something.

Firstly we built a home on property that we bought in Beechboro Rd. Bayswater, after living in it for seven years, we were informed that our home would be reclaimed, because of the Freeway going through our property.

After being advised of this, we decided to buy a block of land about a quarter of a mile down Beechboro Rd. from our existing home, as it was a residential area. After submitting our plans so as we could start to build

we were informed we could not do so, as it was an industrial area.

After being told this we decided to sell the land and buy a block opposite our original home.

Before buying the block I went to the town planners, and our local Shire Council to seek advice as to whether it would be alright to build, without any worries regarding the Freeway.

After having been assured that I could build there, without having any worries regarding the Freeway, we then built a new home, which cost us a lot of money, and many hours of hard work to make it as nice as it is now.

After living in the home for fourteen months we have been informed that our new home was in the way of the Freeway and we are going to also lose this one.

This has greatly affected my wife's health. She has been crying day and night and is on the verge of a nervous breakdown.

My wife being like this, has also affected our daughter's health.

Not to say how broken hearted we all are at losing two lovely homes, in such a short time.

After being a good citizen and serving for the country during war years, I consider that I have had a rough deal, and feel that something should be done about it immediately.

I can assure members that this is a beautiful home which is carpeted throughout from wall to wall. It is a home of which anyone could be proud. This case is typical of what could happen along the route of roads that may be required in 20 years' time. What is to be the fate of this man now? He has been told that his home will be bought, so must he wait until he is 60 or 70 years of age before he leaves the property and starts looking for another house?

I hope that when this committee has another look at town planning it will realise the difficult position in which many people are placed when a six-chain highway is routed along the path occupied by their homes. I cannot see the necessity to construct a highway six chains wide. The other evening the member for Balcatta said that an area of 100 acres is involved in resuming land for this freeway. Quite a few homes could be built on a piece of land of that area, and even if the Government constructed a freeway only three chains wide it would be plenty wide enough, because it would be half as wide again as the Kwinana Freeway. This would make available more land on which to build houses which would satisfy the needs of many people.

Another point is that when these people become eligible for the payment of com-

pensation it is discovered that the amount they are to receive is not sufficient to re-establish them in other homes. Only last year I drew the attention of the House to the case of a man who has been living in a timber-asbestos house in Bayswater. This house is erected on a one-acre block. After receiving a resumption order he applied for compensation at the age of 60, when he wished to retire, because his health was not the best, and he was told that his compensation would be \$8,600. This was the amount he was to receive for a house on an acre of land. I ask any member of this House where this man could buy another house on an acre of land for \$8,600. What is his alternative? Is he to walk off his block with this amount of compensation and apply to a bank for another mortgage so that he can buy another house? The house he is at present occupying is on high land; it is not on a swamp.

Although the Government is prepared to pay \$85,000 for a strategic block of land in South Perth, it is only willing to pay \$8,600 to this man for his house erected on one acre of land. It would appear that money is just around the corner to purchase a block of land when the Government so desires, but when money is to be spent so that justice can be given to a man who is to lose his house, the money is not available.

During this session I have asked a few questions on matters of local interest. Members may recall that I asked the Premier whether he could give consideration to easing the burden on pensioners and other handicapped people who have to pay full registration fees for their vehicles. A fairly big splash of publicity concerning the matter was made in the Press, and some pensioners have been relieved of some of the burden of paying motor vehicle registration fees. I think the Minister for Police has granted concessions to about 130 or 140 people, and the amount involved is about \$3,500.

I am sure those people will appreciate the concession that has been granted to them, but I know some pensioners who are finding it very hard to afford their motor vehicle registration fees, especially in view of the recent increase in these fees. The important point is that these are people who badly need their vehicles to do their shopping, and there are others who are similarly handicapped. For example some pensioners who are crippled find it extremely difficult to be able to travel to a shopping centre without the use of a vehicle.

On the 3rd April, 1967, a gentleman residing in Bedford Park wrote to the Premier as follows:—

Dear Sir,

I hereby wish to make application for some concession on my car license. I am 71 years of age, a retired Railway Officer and in receipt of age pen-

sion. I am greatly handicapped by partly crippled leg as a result of an operation 12 years ago for osteoarthritis.

I have a plastic hip joint and am not able to walk without the constant use of walking stick. At above address my wife—who is in receipt of a blind pension—and I live half a mile from a shopping centre. During the last 3 or 4 years of my working life I was able—with a considerable amount of difficulty and stress and help from fellow employees—to continue till 65 retiring age, thus avoiding having to retire earlier on invalid pension. If necessary I am able to produce plenty of proof such as letters from my specialist Doctor (R. D. McKellar Hall of Perth) and X Ray photographs.

I wish to bring under your notice that my car license for year ending 30/9/65 was \$30 but to my astonishment and disgust for year ending 30/9/66 it had jumped 33½% to \$40. I will be pleased, at any time, to produce further medical testimony to prove my statements are not, in any way, exaggerated.

I trust that you, as head of our Government, will view my case considerably and be able to extend me some relief.

The reply received from the Premier's Department—I do not know whether the Premier saw this letter—was dated the 14th April, and it reads—

I am directed to acknowledge your letter of the 6th April, 1967, to the Hon. Premier applying as an age pensioner for a vehicle concession license.

The Premier wishes me to inform you that the Government gave consideration recently to the existing field of vehicle concession licenses, the range of which is more extensive than that applying in the other States, and decided that it could not see its way clear to extend the concessions to include age pensioners.

As I indicated earlier here we have a man who is an age pensioner and who went on working for three or four years longer than he need have done. He could have got an invalid pension and thus qualified for the concession license. But because he went on working for that extra time he has deprived himself of the concessional license. As an age pensioner he needs his car.

There is one case which I know particularly well in Milne Street, Bayswater. This concerns a man who retired from the workshops at 65. He has great difficulty in walking, but he has been told that he could drive his car to Perth. What is overlooked is, that once he gets to Perth it is necessary for him to walk. Yet this man is one of those who is called upon to pay this extra license. An article appeared in the *Daily*

*News* on the 20th September, 1965, which deals very clearly with what goes on. The editorial was headed—and properly so—"This Myth of Equality". The article reads—

Australia is a country which still believes a popular myth—that this is a land of real equality.

But in many ways the community is being divided more firmly into the haves and the have-nots.

The cost of living in reasonable comfort is becoming far too high for those on low incomes.

Hardest hit are the aged, invalid and civilian widow pensioners; for Commonwealth pensions bear absolutely no relation to the cost of living.

Recent surveys in *Weekend News* have shown that too often poverty is an inherited handicap. Expensive housing and lack of educational opportunities at the higher levels mean that the children of the poor often stay in that under-privileged class.

This is demonstrated by the fact that only two per cent of the sons of unskilled or semi-skilled workers go to university.

I now want to touch on a few matters of local interest. I do not know whether the Minister for Works when he replied to a question I asked about sewerage for districts out my way—Bayswater, Belmont, and Bassendean—was taking the advice of his departmental officers or whether he was aware of the actual position. On the 2nd August, 1967, I asked the following question:

How far advanced are the plans for sewerage extensions in the districts of Bayswater, Belmont, and Bassendean?

The Minister replied:

Bayswater and Bassendean are largely sewered and extensions to the existing system are carried out on request provided development is adequate and the financial position is satisfactory.

I think the last mentioned provision is the one which really makes the difference. But Bayswater is not largely sewered. I would understand the expression "largely sewered" to mean that more than 50 per cent of the district is sewered. I would have no hesitation in saying that not 25 per cent. of Bayswater is sewered. Yet I get an answer that Bayswater and Bassendean are largely sewered. The Minister may have been able to say that back in 1946 and 1947 the area was largely sewered, but in those days the population of Bayswater was 5,000. Today the population is 26,000, and there has been very little extension to the sewered area. Yet we are told that Bayswater is largely sewered. I must ask the Minister to get his departmental heads to give me a map of

Bayswater and to tell me where they think the boundaries of Bayswater run, and how they come to the conclusion that Bayswater is largely sewered. I would like to know their definition of "largely sewered." I am sure their definition would be very different from mine.

I had hoped the Minister for Education would be here, but apparently he had a function to attend. In 1962 I raised the question of boundaries of the schools in Bayswater, and I indicated that the boundary for the children attending the Hillcrest School was the road that ran at the back of the school, namely, Drake street.

In 1962 the Minister was concerned about the matter and wrote to me giving details and promising that the question would be looked at in 1963, but it was in fact, looked at in 1964, and I got the advice—

I am advised that the next investigation will be held at the end of October, when firmer estimates of anticipated enrolments for 1964 will be possible.

The years 1964, 1965, and 1966, have come and gone, and nothing has been done. I think the next paragraph will indicate the concern the Minister felt. This was in September, 1962, and the paragraph reads—

There does not appear to be any immediate solution of this problem. However, the Director of Primary Education is to make a thorough investigation and explore every possibility of moving the boundary nearer to Embleton in order to alleviate the position of those children living nearer to the Hillcrest School.

The children are able to look up at the Hillcrest School from their verandahs, and yet, because of the existing boundary it is necessary for them to travel half a mile to the school at Embleton. This has been going on since 1962. I hope the Minister will get his departmental heads to have another look at this, because it is ridiculous that children should have to travel this distance to another school because of the existing boundary, when they can see the Hillcrest school from their front verandahs.

I would have liked to touch on some other matters tonight, but I am not feeling quite up to the mark. I hope, however, that the matters I have raised will be given some consideration by the Minister and the departmental heads.

I trust the Premier will take very earnest notice of my desire that the reappraisal of the town planning scheme in the metropolitan area will be done by someone who is competent, and that the heads of the Town Planning Department will not be allowed to run wild and muck up our beautiful metropolitan area as they are doing at present.

**MR. MOIR** (Boulder-Eyre) [9.58 p.m.] : There are a few matters with which I wish to deal. I would first like to say something about the proposal to fluoridate the water supply. When the legislation was before the House I had a bit to say about the concern that was felt at the effects of fluoridation on people living in the gold-fields, particularly, because of the climatic conditions and the fact that the water supply was brought there from such a great distance.

Like other members I have a lot of data on the pros and cons of the fluoridation of water supplies. What has perturbed me, and I am sure has perturbed other members, is the marked differences of opinion of medical authorities as to whether fluoridation is good or bad for the health of the people. Some people who are knowledgeable in these matters have stated that fluoridation could be detrimental to health, whilst others have said there were no grounds for such fears.

In recent times comments have been made on fluoridation, both in this House and elsewhere. Public health officials have said there was no difference of qualified opinion, and the Minister representing the Minister for Health also asserted there was no difference of opinion among those who have knowledge of these matters. We know that assertion to be incorrect, because different opinions have been expressed.

I want to refer to an opinion given by a person who has a great deal of knowledge in this sphere. He is particularly opposed to the fluoridation of water supplies. His opinion appeared in the *Kalgoorlie Miner* of the 10th August, 1967, headed, "Dental Expert Gives Evidence—Royal Commission on Fluoridation." At the present time a Royal Commission inquiring into this matter is sitting in Tasmania. The report states—

Hobart, Aug. 9.—Sir Arthur Amies told the Royal Commission on fluoridation today that he very much doubted whether artificial fluoridation of water supplies was worthwhile because of the possible long term toxic effects on the population.

Sir Arthur is professor of dental medicine and surgery and dean of the faculty of dental science at the University of Melbourne.

In his submission, Sir Arthur Amies said dental caries and its prevention had been among his most important interests since taking up university studies in 1934.

He said that pediatricians freely admitted that there was a great variation in water consumption among infants and young children and the same applied to adults.

The suggested optimum daily dosage of one milligram of fluoride did not take into consideration the age and

weight of the individual. All were considered to be alike.

Sir Arthur said one could not ignore variability in view of the fact that fluoride content at different discharge points of some fluoridated reticulated water supplies had been found to vary considerably.

That article bears out some assertions which were made in this House when the fluoridation measure was debated. Sir Arthur holds a high position in the dental profession, and he is very well qualified to express an authoritative opinion. When we see an opinion such as that being expressed by him, is it any wonder that people have misgivings as to whether the right course has been adopted by the Government to fluoridate the water supplies of the metropolitan area; and the scheme could be extended to the whole of the State.

I am sorry the Minister for Police is not in the Chamber. I want to refer to a matter which I mentioned in a question I asked this afternoon. The question was—

- (1) Is he aware that recently a prisoner was escorted, handcuffed and in full view of the public, from the No. 1 platform at Perth railway station to the parking area outside the station?
- (2) Could not some other method be adopted when escorting prisoners to spare them this humiliation?

The reply of the Minister was—

- (1) No. If the honourable member could advise the date of the occurrence in question, inquiries will be made.
- (2) Answered by (1).

When a matter such as that is brought to the attention of the Minister I would have thought he would take steps to ensure that the shocking practice is discontinued. It is deplorable for any person—whether he be on remand or convicted—to be escorted while handcuffed in full view of the public from the railway station to a vehicle parked on the other side of the yard in Wellington Street.

Mr. Graham: Is this the first and the only case you know of?

Mr. MOIR: No. I have made inquiries since, and I have been told by the member for Kalgoorlie that this is a common practice. Personally, I have not seen it happen before, although I have seen prisoners in the custody of the police being escorted from trains, and at times being handcuffed to the constables accompanying them, but on those occasions a cloak was thrown over the handcuffed arm. I was not the first person to see the incident referred to in my question; I heard someone say that it was a disgusting situation for a prisoner to be handcuffed and to be escorted in public view.

Mr. Graham: Was the person white or coloured?

Mr. MOIR: He was a coloured person, but it is immaterial to me whether he is white or coloured. I am sorry I replied to that interjection. My purpose in not stating the date of the incident or the exact details was to prevent the incident from being pinpointed. As I have been assured this is a common practice, I would have thought that when attention was drawn to it the Minister would give a direction for the practice to be discontinued. I hate to imagine what visitors from other countries passing through Perth would think when they saw such an incident. It was a disgraceful happening.

I am not at all happy with the reply of the Minister. I can readily supply the date and other information, but not the names of the individuals concerned because they are unknown to me. The incident occurred a few weeks ago. When the incident was brought to the attention of the Minister he should not have required the details, chapter and verse. I have been long enough in this House for the Minister to know that I am a responsible member, and that I do not come forward with matters based on hearsay or without making a check myself. In this case I was a witness.

I only hope the Minister can be prevailed upon to make representations to the officers of the Police Force to have this stopped immediately without making it necessary for me to supply them with chapter and verse as to when it happened. I will repeat for the Minister's benefit that I personally saw this happen and there is no question as to whether or not it did happen.

Mr. Craig: Could you give me the date when it happened?

Mr. MOIR: As I said earlier, I did not give the date because I did not want to pinpoint when the incident was drawn to my notice. It is an ordinary practice that has happened on many occasions.

Mr. Craig: It is not an ordinary practice.

Mr. MOIR: My colleague, the member for Kalgoorlie, tells me it is.

Mr. Evans: I have seen it happen before.

Mr. Craig: It could be a dangerous criminal for all you know and it is the responsibility of policemen to deliver him into custody.

Mr. MOIR: There must be some other method.

Mr. Craig: I agree; and if I can have the date of the incident I will carry out a full inquiry.

Mr. MOIR: I will leave it to the Minister.

Mr. Craig: You are not being co-operative for one who is so critical.

Mr. MOIR: I do not know in what way the Minister wants me to be co-operative.

Mr. Craig: I want the date of the incident.

Mr. MOIR: The date is immaterial.

Mr. Craig: It could have happened a hundred years ago.

Mr. MOIR: There are 50 to 100 people who saw it. The Minister wants to ask the people who—

The ACTING SPEAKER (Mr. Mitchell): Order! The honourable member will please address the chair.

Mr. Graham: Stop it happening in the future, sir.

Mr. Craig: Thank you.

Mr. Graham: I am trying to be helpful.

Mr. MOIR: If I see it happen again, perhaps I should have a camera with me in order to take a photograph.

Mr. Craig: And put the date on the back of the photograph, too.

Mr. MOIR: This is not the only instance of non-co-operation from Ministers—

Mr. Craig: You have not been very co-operative.

Mr. MOIR: —when replying to questions asked in the House. I had correspondence with the Minister for Works about the urgent necessity for providing a black top for the road to Kambalda. This correspondence goes back to the 19th June, 1967, and I want to congratulate the Minister for replying to the letter on the 23rd June, 1967, which is in sharp contrast to what happens when one writes to some of the other Ministers. I do not say all of them, but some.

I followed that correspondence up with a question in the House and asked if his attention had been drawn to complaints appearing in the Press in Kalgoorlie from mothers who had to send their children to school at Boulder by school bus, and the concern felt over these children in the wet weather because of the slippery nature of the road. When the road is dry, huge clouds of dust arise, creating an extreme danger of collision because visibility is practically nil.

On the 10th August the Minister replied. I will not read the questions and answer, but he replied to the effect that consideration was being given to the up-grading of the Kambalda road. He said he was aware of the deterioration of the road. I was not satisfied with that reply, following the correspondence I had had with the Minister, in which he said that consideration was being given to sealing the road. However, the answer to that question stated that the road was not going to be sealed in the near future.

Much to my astonishment, before next sitting day I heard a statement over the air that 44 miles of sealing was to be done on the road; and the same statement appeared in the Press that day and in the

afternoon the Minister answered to that effect. I am concerned that the Minister could not have given that answer on the Thursday.

Mr. Ross Hutchinson: I could not have done.

Mr. MOIR: If not, then it appears the Minister does not know what is going on in his own department. The same position applies in relation to questions I asked of the Minister for Mines, requesting him to give me a list of the royalties charged by the Mines Department on minerals. I was referred to regulations, a Mines Department bulletin, and the various iron ore agreements. I think there are about six or seven of these agreements with fluctuating royalties.

Questions such as that are asked here to obtain information for the public, which has no ready access to iron ore agreements, regulations, or bulletins of the Mines Department. As a matter of fact, some of the publications of the Mines Department are almost impossible to obtain. While that information was available to the officers of the department, they did not see fit to provide it in the House. I consider when a member who represents an electorate in this State asks for information that is reasonably easy to obtain, and it is for public information, it should be supplied. However, he is told to look up this agreement, that agreement, some other agreement, some regulation, and so on and so forth.

In a mining community, one is constantly being asked what is the royalty on such and such a metal, or what is the royalty on some other metal. I would say that no member of this House would be able to give an intelligent reply, because he would not know what the various royalties were. One forgets these things, even though they have been through the House. It would be different if one had a list to refer to.

I refer now to the way the State Insurance Office deals with certain claims that come before it. Some months ago I had reason to apply on behalf of a widow for a funeral benefit to be paid on behalf of her late husband, who previously had been paid compensation for a total disability in relation to an industrial disease. Although, to my mind, the necessary information was supplied to the State Insurance Office, it refused to pay the amount of money that is provided for under the Act. The State Insurance Office required more medical evidence. I obtained the medical evidence and supplied it, together with a medical opinion that left no doubt at all as to what the doctor thought was the cause of this man's death. Yet, the State Insurance Office refused to pay.

The matter was placed in the hands of a lawyer who wrote to the S.G.I.O. only to meet with a refusal to pay the amount. Considerable research was undertaken to

establish supporting evidence for the claim. The case was listed for hearing some months ahead, but a couple of weeks before the case was to be heard before the board, the insurance office decided to pay the claim.

My point about this is: Why should a widow be put to the expense of engaging and paying a lawyer only for the State office at the last minute to pay the amount in dispute, thus leaving the widow out of pocket in regard to the legal expenses? Had the case been heard before the board, I am quite sure the widow would have won and the expenses would have been awarded against the office. Evidently those at the office also realised this and so, rather than let the case go to the court and thus have to pay the expenses, they decided to pay the claim.

I also want to draw the attention of the House to something with which I have dealt before. I am referring to the high incidence of industrial disease amongst mine workers. We know that a very large number of miners is affected by this complaint, and there is a continual battle to obtain compensation for them owing to certain circumstances at times surrounding the individual applicants. In other cases, of course, the claims are admitted almost straightaway and no trouble is experienced.

A terrific health risk is involved in some of the mining operations and insufficient precautions are taken to minimise the incidence of this disease. One of the worst places for this industrial disease was at Wittenoom and therefore, in one way, I am very pleased that the mine has been closed down, and I hope it will not be reopened. I say that with the full knowledge of the hardship caused to those who lost their occupation there and also to the people connected with the town.

My opinion is borne out by a doctor of the Health Department who was reported in *The West Australian* of the 10th August as follows:—

#### Doctor Fears Health Risk at Wittenoom

A Health Department doctor said yesterday that he would be concerned if the Wittenoom asbestos mine reopened because of the incidence of lung diseases among miners.

Dr. D. D. Letham said: "We know that 90 miners from Wittenoom have, or have had, asbestosis or silicosis and 12 of them have died."

Dr. Letham, the Health Department's physician-in-charge of occupational health, was explaining figures on lung diseases among miners.

He gave the figures at the Hospital Administration conference at the Claremont Showground.

He said asbestosis and silicosis were caused by dust in mines.

"It has reached a stage where I would be concerned if the Wittenoom mine opened again," Dr. Letham said.

"Asbestos miners can contract both the diseases. Goldminers were liable only to silicosis.

"One alarming feature is the number of young men, some under 30, contracting asbestosis which is the more dangerous of the two.

"This has cost a great deal in compensation.

"There are 5,000 miners in W.A. and we know that \$500,000 is spent each year to compensate those who contract either asbestosis or silicosis. Yet of a total W.A. work force of 180,000, total compensation of \$3 million was paid in the same period.

"This means that one sixth of the money paid in compensation is going to one thirty-sixth of the work force," he said.

The figures were compiled over several years by Dr. Letham and the department physician of occupational health, Dr. J. C. McNulty.

"In the past few years the mining companies involved have improved conditions a great deal," Dr. Letham said.

"A lot of money has been spent on ventilation and other ways of eliminating the harmful dust, but they have not been wholly successful.

"The department has been advising the Mines Department on this and it has been working to ensure safe conditions in mines."

That, of course, has been going on for many years, but the results prove that it has not been very successful at all.

What concerns me is the extreme difficulty some of these workers experience in obtaining any compensation at all. Long arguments ensue at times before these men obtain their just rights, and I myself have been engaged for months—sometimes up to 12 months—fighting for a case before bringing it to a successful conclusion. Some, of course, do not reach a successful conclusion because of difficulties in the way, especially when a difference of medical opinion is involved.

Here let me say that when a difference of medical opinion arises the opinion that is adopted is that of the three doctors on the medical board. A very unsatisfactory position exists in connection with this board because under the Workers' Compensation Act the board is infallible. No appeal can be made against its decision.

I presented a case to the Minister in connection with which no fewer than five doctors disagreed with the majority opinion of the three doctors on the board. It was

a bad state of affairs because for the purposes of the Act 65 per cent. disability is regarded as total disability and the person with that percentage disability receives the total amount of compensation.

In the case which I presented to the Minister, the man had been assessed and paid on a 60 per cent. disability due to silicosis and he was held by the board to have another 20 or 25 per cent. disability due to non-industrial causes; and one of those was said to be a heart condition. Of the five doctors who disagreed with the three on the board, three were specialists. One has since left the State and is specialising in chest complaints in Macquarrie Street, Sydney. As all members will realise, he must be a very capable man if he is able to make a living as a specialist in Macquarrie Street.

Another of these five doctors was a man who had been second in charge of one of the largest heart hospitals in London; so it can be taken for granted that he would know what he was talking about when heart disease was involved.

However, even though I placed the whole of these facts before the Minister, and supplied him with photo copies of these certificates, and asked him to give strong consideration to exercising his prerogative and make an *ex gratia* payment of the balance of the total amount, he was guided by his officers in rejecting my appeal.

I have read many medical opinions about these matters and have come to the conclusion that quite an honest difference of opinion can exist in connection with a small percentage of disability, and in the case to which I have referred, the margin was only five per cent. Despite that fact, that margin was rigidly stuck to and instead of receiving the total amount the man concerned received only 60 per cent., and there does not appear any way in which he can receive any more.

Asbestosis is a most insidious disease and is far worse than silicosis. I offer this as an explanation as to why I said that I hope the asbestos mine at Wittenoom will not reopen. There is such a high incidence of lung cancer as a result of asbestosis.

I have read copies of addresses made to medical seminars; and addresses by the British Ministry for Labour where tables have been put forward which have been kept by that department since 1925. That department found that the incidence of cancer in asbestosis sufferers is as much as 50 per cent. That applies not only to the people who inhale the dust, but also those who come into contact with it. There is also a high degree of cancer amongst rubber workers. It is time we had some bureau set up in this State to investigate these occupational diseases. I am satisfied we do not know as much about the subject as some people lead us to believe.

In the meantime, these poor unfortunate people are the sufferers. I believe that

when a miner contracts any of these diseases he should be paid the total amount of compensation without any dispute. After all, if a man loses a leg he is paid a statutory amount and we do not query the extent of the disability. We do not assess a percentage amount for a man who loses an eye. He receives a statutory amount. He receives that amount and he can continue in his occupation, or he may even leave that job and get one with a higher rate of pay. He has only suffered a physical disability and not necessarily a monetary disability.

In the case of disablement by industrial disease a man has to show that he has a monetary loss because of the disease. This applies even though he probably has his death warrant signed when he contracted the disease. Undoubtedly, any person who contracts this industrial complaint and has it in serious form has his life shortened by many years.

Another matter I want to touch on briefly is the manner of the appointment of justices of the peace. This has perturbed me for a long time. Some of these men who are appointed are very worthy, and I am not critical of justices of the peace as a body of men. Many of them perform a sterling service. However, I feel that they are appointed and given a commission without requiring any qualification at all. They can sit on cases where people's liberties might be affected. I know that quite a number of justices of the peace do not sit on cases and their activities are confined to the witnessing of documents.

In some cases they do sit on the bench and try people, and if they see fit, penalties are imposed. Some of these penalties are very harsh on the poor unfortunates on whom they are imposed. Just the other day there appeared another long list of cases where alleged arbitrary justice was handed out to some poor unfortunates who came before the justices of the peace.

I will refer to *The West Australian* of the 15th August where there appeared an article headed "Native Appeals Over Sentence by Js.P." A native lad had an altercation with a constable. The lad had gone to the constable and asked to be locked up so that he could be near his younger brother who had committed an offence by stealing some bottles of milk. For that offence the lad was sentenced to a month in gaol by the justice of the peace. Fancy sending a lad of 14 years of age to gaol for a month for stealing a few bottles of milk! I am not condoning the stealing of milk but I think the penalty was out of proportion to the offence. The other lad—his brother—asked to be locked up. The constable refused him and the lad assaulted the constable. That lad was sentenced to six months in gaol.

I do not wish to criticise the justices of the peace but I think that with all these cases there should be enough magistrates



to hear them. I admit there are quite a number of justices of the peace throughout the State who exercise a lot of wisdom in the cases which come before them and who carry out their duties very well. On the other hand, we have only to cast our minds back over the last 12 months to remember that there have been very disturbing aspects associated with people being tried and sentenced by justices of the peace.

Great care should be shown in conferring this authority on people. I repeat, I have been perturbed at the very easy manner in which J.P.'s are appointed. It may not be known generally—but I think it is known to all members—that a person's name is put forward by an association in a district, or perhaps by some individuals, to the local member for the district. It can be a member of this Chamber or the other Chamber. The name is then passed on to the Premier's Department which department gets in touch with the Legislative Assembly member for the district—if the name did not come from him—and that member is asked for his views.

For political reasons the member may not wish to offend the person and so gives his O.K. when, perhaps, if he had given mature consideration to the application he might have decided that whilst the person was an excellent citizen in some respects he might not be suitable to preside over a court.

I think this is a matter which the Government—whichever Government is in office—should take a look at so that justices of the peace are not appointed lightly. Some people want to be made a justice of the peace so that they can wear the honour like a decoration. They have no intention of presiding over any cases. While it should be regarded as a high honour to be appointed to such a position, there should be a different method of appointing justices of the peace than is the case at the present time. As the hour is late I will conclude with those remarks.

Debate adjourned, on motion by Mr. Gayfer.

*House adjourned at 10.38 p.m.*

## Legislative Assembly

Thursday, the 17th August, 1967

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

### QUESTIONS (17): ON NOTICE

#### ASTHMA

##### *Use of Hormone Drug*

1. Mr. FLETCHER asked the Minister representing the Minister for Health:  
Adverting to my question on the 15th August, 1967, and his reply

“that the hormone drug was being used for ovulation stimulating purposes”—

- (1) Is the same drug being administered to assist in treatment of asthmatics?
- (2) If so, are the results beneficial or otherwise?

Mr. ROSS HUTCHINSON replied:

- (1) No, not as far as can readily be ascertained.
- (2) Answered by (1).

### FATAL COUNTRY TRAFFIC ACCIDENTS

#### *Metropolitan Residents Involved*

2. Mr. ELLIOTT asked the Minister for Police:

What percentage of fatal country road accidents have involved residents of the metropolitan area who have been travelling in the country at the time of these accidents?

Mr. CRAIG replied:

21.1 per cent.

### MENTAL INSTITUTIONS

#### *Children Awaiting Admission*

3. Mr. GAYFER asked the Minister representing the Minister for Health:

Will he advise the numbers on the waiting list at Pyrtton and Claremont Hospitals for mentally incurable children?

Mr. ROSS HUTCHINSON replied:  
56.

### ANTI-D GAMMAGLOBULIN

#### *Use in Maternity Cases*

4. Mr. FLETCHER asked the Minister representing the Minister for Health:  
Re *The West Australian* of the 24th January, 1967, headline, “New Serum to Shield Mothers from Disease”—

- (1) Is the serum known as Anti-D gammaglobulin now being used in appropriate maternity cases in W.A.?
- (2) Have the special units been established as suggested by Dr. Shanahan of the Perth blood bank?
- (3) As the serum appears a dramatic alternative method to save the lives of Rh babies, is all possible assistance being given to make adequate facilities available to ensure supply of serum?

Mr. ROSS HUTCHINSON replied:

- (1) It is available.
- (2) Yes.
- (3) Yes.