

have stayed at Carnarvon. I am not foolish enough to say that, but the position is that once a school is established as a fourth or fifth year school the people get to know about it and, as a result, send their children there. However, if it is advertised that there are not sufficient children at Carnarvon to establish the fourth year, the parents will make early preparation to send their children away.

Mr. Lewis: Suppose 20 do stay there.

Mr. NORTON: It would not have been sufficient. The minister told me the number was 30.

Mr. Lewis: Out of the 20, not all would go on to the fifth year.

Mr. NORTON: The Minister knows very well from the figures supplied recently that the classes in these areas in the lower grades are gradually developing into higher numbers. If the schools have a fourth year, the children will stay on. The same will happen at Exmouth and other places in the north. The situation is similar to that of a hostel; if the accommodation is available it will be filled. Has the Minister ever taken into consideration the cost to the State of these children being sent away to school?

Mr. Lewis: Yes.

Mr. NORTON: I will deal with that particular point. The Minister said the Education Department requires 30 children. I will not deal with 30, but with a lesser number, which is factual. Once a child goes away to school to complete the fourth and fifth years, the parent of that child is entitled to \$200 a year living-away-from-home allowance.

Mr. Lewis: In some areas, yes.

Mr. NORTON: I am talking about remote areas. I mentioned the north-west and the Murchison. I will not refer to the near-city areas or the South-West Land Division.

The DEPUTY SPEAKER (Mr. W. A. Manning): The honourable member has another five minutes.

Mr. NORTON: That will be plenty of time, Mr. Deputy Speaker. The living away from home allowance plus the return fare for each child will cost the department approximately \$500 for the two years of that child's schooling.

There are two lots of \$200 plus two lots of return air fares. I am a little bit ahead there so far as Carnarvon is concerned, but there is greater expense involved further north in towns such as Exmouth. The living away from home allowance per year for these 25 children is approximately \$5,000. Therefore it would pay to have the extra teacher there to carry on the teaching of that class.

Mr. Lewis: But you do not appreciate that we would have to find the teachers, and we are short of these specialist teachers.

Mr. NORTON: That is quite an interesting point again; but I do not wish to

deal with it now because I will have an opportunity to do so later on. The Education Department lost a number of teachers in the first six months of this year, but we do not know why. Why is it losing the teachers?

Mr. Lewis: The greatest number consists of those who leave to get married.

Mr. NORTON: Apart from the cost to the Government and to the parents, we must consider the fact that the children must be taken away from their homes if they are to finish their schooling, and goodness knows they get away quickly enough as it is! I believe that cognisance should be taken of this situation in the north and that numbers should not mean a thing so far as education is concerned. The education should be made available to the children on the spot so that they can remain in the district.

Mr. Lewis: But the point is—

Mr. NORTON: My time is getting short. The Minister can answer these matters when he speaks. The fact that Carnarvon has been made a high school has not altered its status one iota, but I will deal with this matter later on, and I will also discuss the various teaching aids the children cannot get because the school is still only a junior high school.

Debate adjourned, on motion by Mr. Burt.

House adjourned at 10.12 p.m.

Legislative Council

Wednesday, the 16th August, 1967

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

QUESTIONS (12): ON NOTICE

ROADS

South-East Province: Works in Conjunction with Local Authorities

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

- (1) What road works are to be carried out by the Main Roads Department in its own right, or in conjunction with the towns of Kalgoorlie and Boulder, and the Shires of Merredin, Bruce Rock, Westonia, Yilgarn, Coolgardie, Kalgoorlie, Dundas, and Esperance?
- (2) What will be the cost of each project?

The Hon. A. F. GRIFFITH replied:

- (1) and (2) The allocations made by the Main Roads Department in the 1967-68 programme of works to the several municipalities and shires referred to in this question are shown in the following statement:—

TOWNS OF KALGOORLIE AND BOULDER

Road	Section	Work	Cost \$
Town of Kalgoorlie—			
Developmental Roads :			
* Hannan Street		Reseal 24 ft. wide 0.15 Mile	750
Town of Boulder—			
Developmental Roads :			
Boulder-Kambalda	1.1 mile (Gribble Creek)	Widen culvert and approaches	6,500
SHIRES OF MERREDIN, BRUCE ROCK, WESTONIA, YILGARN, COOLGARDIE, KALGOORLIE, DUNDAS AND ESPERANCE			
Shire of Merredin—			
Main Roads :			
Great Eastern Highway	149.5-152.2M. Various	Seal 22 ft. wide	9,000
Great Eastern Highway	152.2-159.35M. Various	Reconstruct and prime 22 ft. wide	106,000
Great Eastern Highway	154M.	Construct bridge	18,000
Great Eastern Highway	163.75-178.15M. Various	Seal 6 ft. wide	8,500
Great Eastern Highway	163.75-178.15M. Various	Reseal 16 ft. wide	22,000
Great Eastern Highway	163.75-178.15M. Various	Seal 22 ft. wide	7,500
York-Bruce Rock-Merredin	169.7-172.7M.	Enrichment 18 ft. wide	1,200
Important Secondary Roads :			
Doodlakine-Bruce Rock	6.1-7.6M.	Seal 12 ft. wide	3,000
*Doodlakine-Bruce Rock		Maintenance	200
Merredin-Narembeen	19.8-24.2M.	Seal 12 ft. wide (plus L.A. Contribution)	6,800
Merredin-Narembeen	20.5 and 21.3M.	Construct bridges	36,000
Merredin-Narembeen	20.5 and 21.3M.	Construct bridge approaches and prime 18 ft. wide (plus L.A. Contribution)	2,400
*Merredin-Narembeen		Maintenance	700
Developmental Roads :			
* Various		General allocation	8,000
* Various		Maintenance	7,480
*Contributory Bitumen Scheme		Details to be arranged	10,000
*Bulls Head Road		Construction	7,000
*Chandler Road		Construction	5,000
Shire of Bruce Rock—			
Main Roads :			
York-Bruce Rock-Narembeen	166.5-162.5M. Various	Enrichment 12 ft. wide	1,000
York-Bruce Rock-Merredin	141-148.5M. Various	Reseal 16 ft. wide	13,300
Important Secondary Roads :			
*Bruce Rock-Corrigin		Maintenance	700
*Doodlakine-Bruce Rock		Maintenance	450
Developmental Roads :			
* Various		General allocation	10,000
* Various		Maintenance	6,870
*Contributory Bitumen Scheme		Details to be arranged	12,000
*Babakin-Ardath Road		Construction	5,000
*Hines Hill		Construction	3,000
*Kwoilyn North-west		Construction	4,000
Shire of Westonia—			
Main Roads :			
Great Eastern Highway	178.15-188.65M. Various	Seal 22 ft. wide	14,000
Great Eastern Highway	178.15-188.65M. Various	Seal 6 ft. wide	3,600
Great Eastern Highway	178.15-188.65M. Various	Reseal 16 ft. wide	9,500
Great Eastern Highway	181.65-182.6M.	Shoulder maintenance	2,000
Important Secondary Roads :			
*Wyalkatchem-Koorda-Southern Cross		Maintenance	850
Development Roads :			
* Various		General allocation	6,000
* Various		Maintenance	2,310
*Boodarockin		Construction	8,000
*York		Construction	6,000
Shire of Yilgarn—			
Main Roads :			
Great Eastern Highway	192.65-205.85M. Various	Seal 22 ft. wide	4,500
Great Eastern Highway	192.65-205.85M. Various	Seal 6 ft. wide	9,300
Great Eastern Highway	192.65-205.85M. Various	Reseal 16 ft. wide	24,200
Great Eastern Highway	205.85-239.1M. Various	Widen and prime 6 ft. wide	143,000
Important Secondary Roads :			
*Wyalkatchem-Koorda-Southern Cross		Maintenance	1,100
Developmental Roads :			
* Various		General allocation	8,000
* Various		Maintenance	2,970
Contributory Bitumen Scheme		Details to be arranged	4,000
*Bullfinch-Mt. Jackson		Construction	3,000
Dowd's Hill Access	00-0.6M.	Gravel and prime 18 ft. wide	4,500
Dowd's Hill Access	00-0.6M.	Seal 18 ft. wide	1,000
Koolyanobbing Town Streets		Construct and prime 20 ft. wide	4,500
Koolyanobbing Town Streets		Seal 20 ft. wide	3,000
*Moorine Rock South		Construction	8,000
*Turkey Hill		Construction	4,000
New Land Settlement Areas :			
Moorine South Area			32,000
Shire of Coolgardie—			
Developmental Roads :			
* Various		General allocation	7,000
* Various		Maintenance	1,040
Boulder-Kambalda	32-35M.	Construction	4,500
*Coolgardie North-west		Formation improvements	4,000
*Coolgardie South		Formation improvements	2,500
*Coolgardie-Victoria Rocks		Formation improvements	3,500
Kambalda-Widgiemooltha	00-12M.	Construction (Company to contribute)	40,000
*Kurrawong Mission		Formation improvements	2,700
*Widgiemooltha Salt Lake		Formation improvements	4,000

Road	Section	Work	Cost \$
Shire of Kalgoorlie—			
Important Secondary Roads :			
Kalgoorlie-Wiluna		Maintenance	4,000
Developmental Roads :			
* Various		General allocation	8,000
* Various		Maintenance	4,650
Boulder-Kambalda		Construction	30,000
Boulder-Kambalda	Boulder-Wollubar	Construct grids	3,800
* Kalgoorlie Town Streets	Boulder Block	Reconstruct and prime 24 ft. wide (plus L.A. Contribution)	4,200
* Kalgoorlie Town Streets	Boulder Block	Two coat seal 24 ft. wide (plus L.A., \$1,600)	2,100
* Ora Banda		Formation improvements	2,000
* Randalls		Formation improvements	3,000
* Trans		Formation improvements	8,000
Shire of Dundas—			
Main Roads :			
Coolgardie-Esperance	435.1-438.2M.	Reseal 20 ft. wide	11,800
Coolgardie-Esperance	446.0-447.3M.	Reseal 18 ft. wide	5,000
Eyre Highway	0.7-4.3M.	Seal 2.5 miles by 20 ft. wide and 1.1M. by 4 ft. wide	11,300
Eyre Highway	0.7-4.3M. Various	Reseal 18 ft. wide	3,700
Eyre Highway	291.0-350.0M.	Construct and prime 20 ft. wide	810,000
Eyre Highway	291.0-350.0M.	Seal 20 ft. wide	277,000
Eyre Highway	291.0-462.0M.	Formation improvements and gravel sheeting	25,000
Eyre Highway	347.0-406.0M.	Construct and gravel sheeting	495,000
Developmental Roads :			
* Various		General allocation	7,000
* Various		Maintenance	4,650
Balladonia-Israelite Bay		Formation improvements	1,500
* Circle Valley East		Construction	3,000
* Norseman-Lake King		Construction	4,000
* Salmon Gums East No. 7225		Construction	2,000
* Salmon Gums East No. 7226		Construction	2,000
New Land Settlement Areas :			
Salmon Gums East Area			18,000
Shire of Esperance—			
Main Roads :			
Coolgardie-Esperance	519.4-541.8M. Various	Reconstruct and prime 20 ft. wide	14,000
Coolgardie-Esperance	519.4-541.8M. Various	Seal 20 ft. wide	3,000
Coolgardie-Esperance	537.0-553.7M. Various	Seal 20 ft. wide	8,800
Important Secondary Roads :			
Esperance-Israelite Bay	10.3M. Bandy Creek Bridge	Additional funds	4,500
Esperance-Israelite Bay	9.8-10.8M.	Construct and prime 20 ft. wide (part cost)	9,000
Esperance-Israelite Bay	17.55-17.85M.	Reconstruct and prime 20 ft. wide	2,500
Esperance-Israelite Bay	20.35-34.4M.	Construct and prime (additional funds)	23,000
Esperance-Israelite Bay	26.35-34.4M.	Seal 20 ft. wide	30,000
Esperance-Israelite Bay	34.4-42.0M.	Construct and prime 20 ft. wide	80,000
Esperance-Israelite Bay	42-73M. Various	Construction	20,000
Esperance-Israelite Bay		Maintenance	4,500
Developmental Roads :			
* Various		General allocation	8,000
* Various		Maintenance	8,460
* Contributory Bitumen Scheme		Details to be arranged. (This work will be carried out by the M.R.D. and L.A.)	20,000
Esperance Harbour Access		Construct and prime 24 ft. wide	35,000
Esperance Harbour Access		Seal 24 ft. wide	5,000
* Esperance-Mt. Merivale-Boydarp		Construction	10,500
* Gibson-Dalyup		Construction	6,000
* Tourist	00-4.00M. Various	Gravel sheet and prime 18 ft. wide	9,000
New Land Settlement Areas :			
Various		Maintenance	6,000
Neridup Area	North of Esperance-Israelite Bay Road		31,000
Young-Lort River Area	North of Ravensthorpe Road		60,000
Lort River West			15,000
Grass Patch-Scaddan Area	West of Coolgardie-Esperance Road		40,000
Thomas River Area	South of Esperance-Israelite Bay Road		4,000
Circle Valley-Scaddan East	North of Myrup Area		6,000

* Denotes works to be carried out by Local Authorities.

Note : The following allocations which have been provided for maintenance work on Main Roads are not included in the above amounts :—

Road	Amount \$
Great Eastern Highway	61,000
Goomalling-Wyalkatchem-Merredin	18,000
York-Bruce Rock-Merredin	11,000
Bruce Rock-Naremben	1,500
Coolgardie-Esperance	40,000
Eyre Highway	20,000
Albany-Ravensthorpe-Esperance	10,000

RAILWAY STATIONS

Merredin: New Structure

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

In regard to the proposed new railway station for Merredin—

- (a) where will it be situated;
- (b) what are the details of its length and rail construction for the complete station with sidings;—
- (c) what buildings and structures are planned; and
- (d) what is the estimated total cost?

The Hon. A. F. GRIFFITH replied:

- (a) The new passenger station will be situated on the north side of the existing station, approximately opposite the centre of the shopping section of the town.
- (b) A passenger loop approximately 2,500 feet in length and a low level landing will be provided with a station building approximately 100 feet long. Final design of the station building is not yet complete.
- (c) Plans are proceeding for the station building and room is being left for the future construction of an administration building when funds are available.
- (d) The new station is estimated to cost in the vicinity of \$40,000.

ROADS

Establishment of Priorities

3. The Hon. S. T. J. THOMPSON asked the Minister for Mines:

- (1) What factors are taken into account by the Main Roads Department when establishing the priority of a particular road?

Wagin-Arthur River and Wagin-Narrogin: Traffic Counts

- (2) Are road counts available for the following roads:—
 - (a) Wagin-Arthur River; and
 - (b) Wagin-Narrogin?

The Hon. A. F. GRIFFITH replied:

- (1) Many factors are taken into account. These include traffic usage and the anticipated growth of traffic. When an existing sealed road is being considered for widening or reconstruction, an assessment is made of the life of the road pavement, the standard of the road geometrics, and the estimated cost of the improvement work.
- (2) The department does not have up-to-date counts on these roads. However, counts taken in 1964 indicated that the average daily traffic on both the Wagin-Arthur road and the Wagin-Narrogin road was about 400 vehicles per day.

ADDRESS-IN-REPLY

Replies to Subjects Raised

4. The Hon. J. G. HISLOP asked the Minister for Health:

Realising, as I do, that there was insufficient time between the closure of my speech on the Address-in-Reply, and the statement given to the House, would the Minister, being aware of the importance of the subject raised, reply in detail to the House within a short but reasonable time?

The Hon. G. C. MacKINNON replied:

It has always been understood that the Address-in-Reply was an opportunity for any member to express a point of view. Of this facility Dr. Hislop availed himself.

In accord with the time-honoured practice I also took the opportunity to express a point of view on certain subjects.

So far as can be ascertained there is no obligation on any Minister in any Parliament to answer in detail those matters raised by members. The fact is that a reply was given to some of the issues raised by the honourable member which it was considered warranted an immediate reply.

ALBANY HIGH SCHOOL

Parking Space, Closure of Suffolk Street, and Footpaths

5. The Hon. J. M. THOMSON asked the Minister for Mines:

- (1) Has the attention of the Education Department been directed to a Press statement appearing in the *Albany Advertiser* with reference to the Albany High School, headed "School hazard puts strain on road safety"?
- (2) Referring to the abnormal problem of parking of vehicles by the teaching staff of the high school technical centre, administrative and grounds staff, and students, would the department examine the area immediately at the rear and to the east of the high school fronting Suffolk Street (unmade), with a view to providing an adequate parking area thereon?
- (3) (a) Have representations been made to close that section of the road fronting the high school?
- (b) If so, what were the results of such representations, and what is the current position?
- (4) In view of the increasing amount of fast-moving traffic now traversing this roadway, would it not be

safer to close this particular section?

- (5) Have discussions at any time been entered into with the authorities concerning the forming and making trafficable Suffolk Street?
- (6) If no approach has been made in regard to this street and the closure of that section of roadway in front of the high school, would the department give favourable consideration to such representation being made to the local authority?
- (7) With reference to footpaths, in view of the concern expressed, and the safety of students at the school, will the department make an early approach to the Albany Town Council with a view to providing footpaths in the streets mentioned above?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Yes.
- (3) (a) Yes.
(b) The Albany Town Council agreed to the closure of Burt Street on condition that the Education Department bore the cost of constructing the relevant sections of Watkins Road and Campbell Road.
The estimated cost was \$18,941 and the Education Department was unable to make such a sum available.
- (4) Even if Burt Street were closed this would not solve the whole problem as a hazard would still exist in Campbell Street, across which students must pass to the technical annexe and the Priory Hostel.
- (5) No.
- (6) The Education Department is prepared to discuss this matter with the local authority.
- (7) The Education Department would support any proposals for the construction of footpaths and crosswalks. This would, of course, be the responsibility of the Albany Town Council.

6. *This question was postponed.*

STATE HOUSING COMMISSION

East Manning: Residential Development

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

Can the Minister advise of any progress the State Housing Commission has made in its plans for residential development of its land holding in East Manning?

The Hon. A. F. GRIFFITH replied:

The development of the East Manning holdings of the State Housing Commission is not practicable prior to the provision of deep sewerage and drainage.

It is not possible at this stage to forecast accurately when the development of this area will proceed.

BRIDGES

Merredin-Narembeen Road: Commencement, Plans, and Costs

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

- (1) When can it be expected that the Main Roads Department will bridge the two sections of the Merredin-Narembeen road that is constantly flooded whenever a heavy downpour of rain occurs?
- (2) (a) Are plans prepared for same?
(b) If so, what are the total estimated costs?

The Hon. A. F. GRIFFITH replied:

- (1) The construction of two bridges on the Merredin-Narembeen road will be carried out before the end of the current financial year.
- (2) (a) Detailed design plans have not yet been prepared. However, investigations are well advanced.
(b) A round figure estimate for the two bridges, including approach roads, is \$40,000.

RESEARCH STATION

Establishment in Lower Great Southern

9. The Hon. S. T. J. THOMPSON asked the Minister for Mines:

- (1) Has any definite decision been reached by the Department of Agriculture regarding the establishment of a research station in the higher rainfall areas of the lower great southern?
- (2) If the reply to (1) is "Yes," what progress has been made to give effect to the decision?

The Hon. A. F. GRIFFITH replied:

- (1) Yes, it has been decided that a research station will be established in the higher rainfall area of the great southern region.
- (2) Every effort is being made to obtain a property that is suitable to the department's requirements. A number of properties have already been inspected.

RAILWAYS

Merredin: Lease of Parking Space

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

When the old goods shed and ancillary buildings are demolished at the present Merredin rail centre, will the shire council be allowed to rent this space for motor vehicle parking purposes?

The Hon. A. F. GRIFFITH replied:

The area concerned is involved in departmental plans for a new administration building for which detailed planning will not be completed for some time. The department is in liaison with the shire council on this and associated matters.

Crossing at Merredin: Installation of Boom Gates

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

When will the boom gates be installed at the west end crossing of the town of Merredin?

The Hon. A. F. GRIFFITH replied:

For technical reasons, the flashing lights at the west end of Merredin cannot be replaced with boom gates until the existing narrow gauge eastern goldfields railway is removed.

ROADS

Norseman Junction: Resiting

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

(1) For what reason is the proposed road junction at Norseman of the Coolgardie-Esperance Road No. 506 and Eyre Highway No. 2J, to be resited north, and having the effect of by-passing the town?

(2) (a) Has a firm decision been made on the construction?

(b) If so, when is it likely to commence?

(3) (a) Have the business people of Norseman and the Dundas Shire Council been consulted?

(b) If so, do they approve?

(c) If not, will they be consulted before any firm decision is made?

The Hon. A. F. GRIFFITH replied:

(1) to (3) No decision has been reached to resite the junction of Eyre Highway and the Coolgardie-Esperance road. A preliminary feasibility survey has been made to ascertain whether a better type of junction can be provided. However, before any decision on this is reached detailed plans will be submitted to the Dundas Shire Council for consideration.

ADDRESS-IN-REPLY: SEVENTH DAY

Motion

Debate resumed from the 15th August, on the following motion by The Hon. F. D. Willmott:—

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

May it please Your Excellency:

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

THE HON H. C. STRICKLAND (North) [4.45 p.m.]: In supporting the motion moved by Mr. Willmott, I desire to extend my sympathy to those members who have been unable to join us for the opening of the session. The debate which has ensued so far this session has certainly brought forth some enlightening speeches, and it has also exposed many of the weaknesses of the Government and pointed to examples of its mismanagement. Further, I wish to express some admiration of those Government members who have had the courage, in no uncertain way, to criticise some of the Government's activities. In particular, I congratulate Mr. Clive Griffiths on his very sound criticism of the Housing Commission and his criticism of the Government in allowing that commission to proceed with plans for the erection of houses which, in effect, will turn housing areas for working classes into what can be considered to be no more than semi-slum areas.

I also congratulate those members of the Opposition who, during the debate on the motion and the amendment moved to it, criticised the Government on its housing policy. In fact, all in all, the Government has experienced a rather torrid time during this debate. The Government has been brought to task on housing, hospitalisation, veterinary services, superphosphate delivery, the ring road system and the extension of the Mitchell Freeway, and the reclamation of the river foreshore on Perth Water, all of which point either to lack of proper planning, lack of foresight, or indicate that the Government does not seem to be very concerned as to what takes place in regard to city planning, and other matters.

No doubt the criticism which has been expressed in this House during the debate on the Address-in-Reply, together with the criticism which has been expressed by the public, has already had some effect on the Government's intentions in regard to the proposed reclamation of the Perth Water foreshore, and I sincerely hope the

Government will take notice of the views that have been expressed by the people. I think the work to date on the Mitchell Freeway, which is intended to re-route traffic away from the Narrows Bridge, has been overdone. The interchange on the Mitchell Freeway will have the effect of channelling all traffic travelling between Fremantle and Perth either over the bridge at Fremantle, or over the Mitchell Freeway. In consequence, I consider the flow of traffic will be much more than the bridge can handle by the time the Mitchell Freeway is completed.

Heaven knows when the project will be completed, if it takes so long to get this end built. When we get to the other side of the city—at Canning Bridge—we find many traffic problems and much congestion.

There is no reason why the town planners should not have a basic plan or theory upon which to work. The amazing thing about town planners is that they disagree violently with one another. One planner would criticise the work of his predecessor, before he came onto the scene. One can only reach the conclusion that in the matter of town planning it is a question of personal opinions; but which opinion is correct, which is wrong, and which opinion is most beneficial to the community is the responsibility of the Government to decide. My own opinion in connection with metropolitan traffic is that several more bridges would have to be built over the Swan River between Guildford and Fremantle before the traffic congestion in Perth could be overcome.

The Government has, more or less, overreached itself in this matter. The Stephenson plan did not envisage a scheme as grandiose as that being undertaken by the Government. The Government secured the services of planners from the United States, and they have transplanted the traffic ideas of San Francisco and Los Angeles onto Perth.

I now want to make a few comments on the pastoral leases in the East Kimberley. We are all aware of the effect of the serious soil erosion at the upper reaches of the Ord River, which has been brought about by overstocking of the properties held by Vestey's; and we are aware of the danger which threatens the construction of the major dam. The Government has expended \$600,000 or \$700,000 in an effort to fence off the eroded area and to regenerate the grasses to arrest the erosion. The pastoral lessees were to contribute \$160,000 towards the cost of the fences. These fences would separate the eroded areas, and keep the stock in the areas which have not been eroded.

A decision has been made by the Government, and the Vestey's' interests must be very pleased with it. I attribute the decision to bad management on the part

of the Government. The pastoral leases around the eroded areas have been resumed, and the \$160,000 contributed by Vestey's towards the erection of the fences will be refunded. Further, the firm will be compensated for the loss of grazing rights, and for the improvements it has effected. I imagine this firm will be very happy indeed with the Government's decision.

What will happen as a result of the cancellation of the leases is that instead of Vestey's holding the Turner River Station and the Ord River Station, it will be relieved of the need to effect improvements and pay for the cost of fencing while at the same time it will be able to utilise all the country outside the fenced area.

Vestey's holds the adjoining properties of Nicholson, Flora Valley, Mistake Creek, and Gordon Downs. These stations adjoin the Turner River Station and the Ord River Station. The effect of the cancellation of the leases by the Government will be that the unfenced portions of those leases will be utilised by the other stations adjoining them, because there are no boundary fences other than those erected by the Government. Under this arrangement the State will not receive any payment by way of rent; on the contrary, the firm will receive a refund of the money contributed for fences as well as compensation. This is a glaring case of mismanagement.

It often strikes me—as it struck the leader writer in *The West Australian* a few months ago—that the Government leans very heavily towards big business. One could contrast the action of the Government in respect of the Turner River and the Ord River pastoral properties leased by the millionaire firm of Vestey's, with its action in respect of a property at Esperance about which I know a little. As a result of the lack of funds the lessee-farmer at Esperance was unable to develop his property, and so he approached a doctor friend of his. This doctor contributed quite a large amount of capital to enable the farmer to improve the property up to the stage where he would have the right to sell. Of course, the intention was to sell the property to the doctor.

Somebody in the district reported the matter to the department, and as a result the property was resumed. The doctor was recompensed to the extent of about 50 per cent. of the capital he had put into the improvements. Either the person to whom the block has been re-allocated or the Government has received the benefit of the capital expenditure on the property. This is a glaring example of a contrast in the attitude of the Government. In one direction it favours a firm, and in another direction it takes action which is unfair and out of balance.

I now pass on to what I consider to be one of the most important economic as-

pects of Australia at the present time. I refer to our growing dependence upon the petroleum industry. Most members have received a booklet entitled *Petroleum Gazette*. The copy I have is No. 6 of volume 14 of June, 1967. It contains quite an interesting article dealing with Australia's growing dependence upon the petroleum industry, and points out that if no petroleum products were available for motorcars, for railways, for aeroplanes, and for machinery generally, the whole economy of the country would collapse. It would cease to operate because the situation has been reached in Australia where the petroleum industry now supplies the energy for the major part of our industrial system and transport.

Some rather enlightening figures are available in connection with what has taken place in the last 10 years. The article stated that during the last 10 years the contribution of petroleum products to total energy rose from 33 per cent. in 1955-56 to 44 per cent. in 1965-66. Over the same period the proportion of the energy market supplied by black and brown coal fell from almost 60 per cent. to 49 per cent.; and the figures show that while petroleum figures rose 11 per cent., the coal figures dropped 11 per cent. That is a continuing process and one which is, of course, dangerous to Australia as a whole.

In the event of war we could expect to find ourselves in a much more serious condition than we were in during the last world war when most of us will remember petrol rationing, and gas producers on motorcars, and so on. The position has deteriorated very greatly, from our own point of view and from that of the Australian economy. One would not have to use a great deal of imagination to realise just what could happen; and I think the Government of Australia and the Government of Western Australia—all Governments, in fact—should take a very serious look at the situation and not allow it to deteriorate any further.

In the case of Western Australia, of course, the Government is fostering the deterioration, because rather than use coal from Collie for fuel in the Kwinana power house, this Government has decided—and is adamantly sticking to its decision—to use fuel oil. Of course that does not help the internal economy at all. It simply helps to worsen the position and that is not right, in my opinion. It is un-Australian and absolutely wrong for any Government of any political character to give preference to importations when we have our own fuel available, and at a very comparable cost.

I mentioned a comparable price, but as no-one seems to know the price which the State Electricity Commission is paying for fuel oil it is impossible to make a comparison except for those who know of course; and that is the commission and probably the Government—certainly some members

of the Government, including the Minister and the Premier.

In any case, even if the Government is buying its fuel cheaper for the State Electricity Commission, it is unpatriotic because it is fostering the deterioration of our own industry. Its professed platform of decentralisation is, of course, undermined immediately if it will not buy from Collie and thus use the local product.

I do not know what the price may be, but if it is higher than that for Collie coal, then it should never be purchased at all. We know that refineries have a problem in disposing of oil because of the bulk quantities they have on their hands. However, it cannot be too bad when we find our own locally-produced crude oil at Barrow Island being exported overseas for refining, probably, as the exporting company stated, to be brought back to Australia and the Kimberley ports.

It is very hard for one to try to balance out the economics of oil companies claiming on the one hand that they have a problem to dispose of their bulk crude oil while on the other hand they are able to export crude oil from the country, refine it, and then bring it back as petroleum products and, no doubt, also as fuel oil.

I think the Federal Government in particular should have had something to say about this matter, and taken action. The responsible Minister was here when the report of this procedure was announced in the local paper and one could only gather from his statement that he did not know anything about it; he did not know it was going out of the country. That is rather amazing—to have a Minister in charge of a department and yet not know what is going out of the country. I always understood that anything produced in the country could not be exported until a permit to do so had first been obtained. I know that applies to iron ore, but apparently it does not apply to the tankers of oil from Barrow Island.

There is one important factor about the quality of the crude oil from Barrow Island. It is apparently very easy to refine because all the plant and machinery and power on the island is generated with the use of the oil which is produced there. We were told that it goes through a very easy process of filtration on the island and then it is able to be used as dieselene to power the oil rigs and provide power for all the other requirements of those on the island.

I believe something should be done in relation to the export of the oil when we realise that 71 per cent. of the crude oil coming to Australia comes from the Middle East countries, and 24 per cent. comes from Indonesia. The other 5 per cent. is produced here—from Moonie and Barrow Island. It is expected when Barrow Island is in full production that the total production will amount to 7.2 per cent. of Aus-

tralia's present-day requirements. Of course the requirements are increasing each year. It seems rather ridiculous to allow crude oil to go out of the country only to be re-imported again later.

I would also like the Minister to tell us something about the natural gas which has been found in Western Australia. Very little was said in relation to this in the Governor's Speech. About three or four lines were utilised to tell us that Barrow Island had come into production and oil had been found on Pascoe Island. I think the Minister for Mines, who is in charge of these activities and is here with us in this House, should enlighten us thoroughly on what the Government intends to do in relation to natural gas. No cheaper fuel than natural gas is available in the world, and we have it within about 50 miles of Perth, in the Gingin area. I am not too sure of the distance but it would not be much more than 50 miles, if it is that far. Natural gas has been found there and in the Dongara area, which is not very far away, and it has been found in large quantities.

This gas was discovered some years ago now, but we have never been told of any efforts on anyone's behalf to introduce it into our industrial system. It might be said that the market is not big enough. Not big enough for whom? Perhaps the Minister could answer that question. It is all very well to say that markets are not big enough, but when we realise that we are dependent for 95 per cent. of our energy on petroleum from overseas, I would imagine that natural gas within 50 miles of our city—a city which is expanding rapidly in the industrial sector—should be valuable and should be available at a price more comparable than the price of the imported product.

We find that in other States such as South Australia, where the natural gas has been found in large quantities, the Government is going ahead with a scheme to transport the gas over long distances to Adelaide so that industry in South Australia is able to make use of a more economic fuel, and one which is available in a sure and safe supply. The oil from Moonie in Queensland has been taken down to Brisbane and the gas will follow because steps have already been taken along these lines.

Discoveries have been made in Bass Strait and the Victorian Government has busied itself very quickly in order to take that gas to the mainland, 40 miles away, in order that Victorian industry and householders might be supplied with gas at half the price now being paid for their fuel.

Western Australia seems to be lagging behind in this field. We are told that gas has been found, and Wapet has also reported discoveries; but that is all we hear about it. Do those responsible sit down

for years and years because they are also the people interested in supplying Australia with their petroleum products from overseas? This is a question which requires immediate attention because we know we have been pretty close to general upheavals in other parts of the world in relation to open hostilities and warfare. Our greatest threat, from Indonesia, has, I suppose, subsided for the time being, but that does not mean that in any case Indonesia would be our greatest worry. Other countries, quite close to us, are becoming hostile, and these countries are in a better position to join in nuclear warfare. China now is reputed to have not only the nitrogen but also the hydrogen bomb.

Will these countries be like other countries in the world that have these arms at the present time, and simply sit on them; or will somebody make a mistake one of these days and release one of these bombs and involve the whole world in conflict again?

For that reason alone it is the duty of this Government to keep in step with other Governments in Australia and see that the natural resources of gas and coal are utilised to the utmost, not only for the benefit of the State's economy but also for the protection of its people. This is vital. A nation without the fuel to supply the necessary energy would be impotent in times of war and as far as I can gather, from the gazette to which I have already referred, in a time of war it would be only a matter of weeks before the oil storages of Australia were completely used up.

This gazette also mentioned one other aspect of the oil industry, or the search for oil in Australia, and I think this, too, is important. It goes on to say—

... the Moonie area of Queensland in 1966 was only 3.4 million barrels, equal to 2.5 per cent. of Australia's annual requirement of refinery feedstocks. Even when the Barrow Island oilfield comes into full production later this year Australia will be able to meet only about 7.5 per cent. of its crude oil requirements from indigenous sources.

These figures emphasise the vital necessity for Australia to continue to search vigorously for oil. In this regard, it should be noted that during 1966 only 134 wells were completed in the search for oil and natural gas in this country. Of these, 12 were completed as potential oil producers and 14 as natural gas producers.

These are rather interesting figures when they are compared with those in relation to the previous year. In 1965, 209 wells were completed, of which 25 were completed as oil producers and 20 as gas producers. In 1964, 214 wells were completed, 11 of them produced oil, and 41 produced gas.

So we can see from 1964 to 1966 there was a steady falling off in the search for

oil whereas there should have been more activity and a more vigorous policy pursued in that regard.

The Hon. A. F. Griffith: While the search for oil is falling off in Australia generally it has increased in Western Australia over those same years.

The Hon. H. C. STRICKLAND: I am glad to hear that. I know more companies are operating and at Barrow Island over 100 wells have been sunk. However, they are producer wells; they could not be called exploratory wells.

The Hon. A. F. Griffith: We have more drilling rigs operating in Western Australia than in any other State in Australia at the present time.

The Hon. H. C. STRICKLAND: I am pleased to hear that and we all hope that the companies concerned have much more success than they have had up to date. They deserve it. My concern is in regard to Australia's, and particularly Western Australia's dependence on petroleum products imported from overseas. Having discovered gas in commercial quantities between here and Geraldton it is time the Government took some action to see that something was done about it. The Government should ask the company which controls this gas what it intends to do about it.

Some years ago I complained in the House about the fact that not one oil drill was working in Western Australia. I am pleased to see that since then—I do not know whether I had anything to do with it—some progress has been made and it is encouraging to note the development that took place in the following years and the more active search for oil that was undertaken. At the time I suggested that if Wapet was unable, on its own behalf—and it was unable on its own behalf—to explore all the country over which it had control some of the area should be given to somebody else who would work it.

However, the company has done a good job and I am not complaining about Wapet's efforts. At the time I did complain because the company had no drill working in the area allotted to it. All the rigs were packed up and stacked in the backyard of a private house in Broome.

Now my curiosity has been aroused by the fact that natural gas has been found in large quantities in Western Australia, and so far as we know nothing is being done about it. The company concerned has shut up shop. Has it said, "We are going to look around some other parts of this vast continent," or will it just wait and see? Will the company continue to probe for more gas supplies when it has already found natural gas?

A few years ago I suggested that perhaps the company could put down a well at Burswood Island as there would be a possibility of getting gas right next door to the gas works. One never knows about

these things. However, instead the company went down to Pinjarra, about 50 miles further south.

The Hon. A. F. Griffith: And it went into Cockburn Sound, which is right alongside the power station.

The Hon. H. C. STRICKLAND: Since then the company has commenced work at Woodman Point. Perhaps the next prods will be in the river, before it is all reclaimed, to see if there is any gas there! Companies seem to have more success when drilling in the water. Wildcat wells are remarkable things. One company put down a well in Bass Strait and with its first try discovered oil and gas. Exactly the same thing happened at Rough Range. It has not happened often in other parts of the world but it has happened twice in Australia.

I do not intend to buy into the argument between the coalminers, the State Electricity Commission, and the Government—the Government is responsible for the activities of the State Electricity Commission—because I do not know enough about the matter. It is hard for anybody to know the true position. However, I reiterate that I think it is a disgrace that any Government—and I do not care of what political colour it may be—should turn down a local product in favour of an imported one. I think it is absolutely wrong and it is shameful. In my view the Government should have another good look at this matter, not only because of the effect it will have on the Collie miners, but also to ensure that the economic position of Collie itself—its prosperity—is not disturbed.

One industry, no matter how small it may be, can make a tremendous difference to the prosperity of a town. It can provide a tremendous impetus to a town, as we have seen in many of our north-west towns. Even a small fishing venture, or some other industry starting up in a small town can have a tremendous impact on its economic position. Of course, in the north-west we have some big industries which have become established. The amazing point about the controversy between coal and oil is the Railways Department's attitude towards freight charges on different products. I do not know what the charge would be to transport coal from Collie to Kwinana, but we do know that our railways, probably because of Government direction, favour big industries, which are exporters, and do not favour local industries.

I came across some freight charges for coal transported from Collie to Bunbury. The rail charge on coal for that distance of 42 miles is 7.14c per ton mile. Yet to cart bauxite from Jarrahdale to the Alcoa works at Kwinana, a distance of 32 miles, the rate is 1.77c per ton mile. Why the discrepancy? As far as I am concerned it is mismanagement on the part of the Government and in my view the

Government has fallen down in its bargaining over agreements with these big companies. The Government has said that it could not attract these big companies to the State unless we practically gave our raw materials away. But that is not the case at all. We may have thought that in the past—I may even have thought it—but that is not the position now. These big industries will come to this State because they want our products and I do not see why the people of Western Australia, for instance, should be subsidising the carriage of bauxite which is to be exported overseas and brought back to us in the form of aluminium.

The Government says, "We have brought this industry here." But we know that the industry would have come here anyway; as a matter of fact, we will find more companies starting up to mine bauxite in Western Australia and the Government need not be so generous with them. The same applies to the companies mining iron ore. I think I remarked, when the iron ore agreements were brought to this Chamber, that I was sure the companies would be prepared to pay more. They pay only 1s. 6d. a ton on fines and that is the price that B.H.P. pays for all ore, including fines, mined at Yampi. Originally the price was set at 6d. but the company voluntarily agreed to pay another 1s., making the figure 1s. 6d. I am using the old currency because that is what is written into the agreements.

The Hon. A. F. Griffith: What is the point in your argument?

The Hon. H. C. STRICKLAND: The point is that for a product which is being mined and processed in Australia an Australian company is paying just as much as overseas companies which are exporting the ore from Australia. The grade is no lower.

The Hon. A. F. Griffith: You know that cannot be right.

The Hon. H. C. STRICKLAND: But it is right.

The Hon. A. F. Griffith: But the first B.H.P. agreement prohibited export.

The Hon. H. C. STRICKLAND: I did not say that; I said these other companies are paying the same rate of royalty—1s. 6d. per ton.

The Hon. A. F. Griffith: You mean B.H.P. are paying the same on lump ore as the other companies are paying for fines?

The Hon. H. C. STRICKLAND: On all ore.

The Hon. A. F. Griffith: No.

The Hon. H. C. STRICKLAND: Yes; B.H.P. pays the same for the lot. There is no distinction—even on a tree if that goes over. The company pays for that too. The price is 1s. 6d. per ton.

The Hon. A. F. Griffith: It is 1s. 6d. per ton on lump ore—

The Hon. H. C. STRICKLAND: The Minister is talking about the agreements with Hamersley, Mt. Goldsworthy, and so on.

The Hon. A. F. Griffith: You do not know what I am talking about.

The Hon. H. C. STRICKLAND: I am talking about B.H.P. and other companies, and the difference in the royalties paid. B.H.P. has a flat rate of 1s. 6d. per ton. Originally the rate was 6d. and the company voluntarily increased it by 1s. to make it 1s. 6d.

The Hon. A. F. Griffith: All the royalties are set out in the agreements.

The Hon. H. C. STRICKLAND: I know. My complaint is that the companies exporting fine ores pay no more than B.H.P. pays and that company has to process its ore in Australia. I do not think that is right or fair. I think the Government was a little too generous to the overseas companies.

There is another aspect in regard to royalties. As far as I can see there is nothing in the agreements to cover inflation—that is, a decrease in money values.

The Hon. A. F. Griffith: What is that?

The Hon. H. C. STRICKLAND: I have not seen anything in the agreements to cover that position. It may be there but I do not think it is.

The Hon. A. F. Griffith: You have not seen it in the agreements? They are presented to Parliament.

The Hon. H. C. STRICKLAND: I have seen the agreements, but I have not seen where they take care of inflation—a decrease in money values.

The Hon. A. F. Griffith: Royalties are expressed in percentage values of the f.o.b. price. If that does not take care of inflation, I do not know what does.

The Hon. H. C. STRICKLAND: There are minimum fixed prices.

The Hon. A. F. Griffith: Of course there are, and this is the point you do not know. It takes care of both deflation and inflation.

The PRESIDENT: Order! The Minister will have an opportunity to reply later.

The Hon. H. C. STRICKLAND: I will not worry the Minister unduly by reiterating all I have said, but I hope and trust he will give some reasons why the Government prefers the imported product of fuel oil to the local product of coal. I would like to know also why natural gas is allowed to remain unused when it could relieve the State of the cost of certain importations.

THE HON. J. J. GARRIGAN (South-East) [5.32 p.m.]: There are one or two words I would like to say on this debate. Firstly I will take the opportunity to congratulate Mr. Willmott for his excellent speech. I feel, however, that he did not quite cover enough ground in relation to the State. I would say the area I represent is one of the richest and most varied in

Western Australia. It contains practically every mineral we can think of, together with agricultural and rural industries.

As I said last year, and as has been mentioned by members during the present session, we are faced with a deplorable housing situation in Western Australia. It is really pitiful, and quite dreadful to see the position that exists in some of the areas which Mr. Stubbs and I represent. No words can describe some of the conditions under which civil servants are expected to live. The Government of the day should take stock of the position, and make provision for the housing needs of young policemen, whether they be married or single; it should make provision for those who work on the railways, and for all other civil servants; and I refer particularly to school teachers. After all is said and done, when a civil servant is transferred from one place to another surely it should mean that he is able to go from one home to another. I hope and trust the Government will take notice of the few words I have had to say in that regard.

I shall be on my feet for only three or four minutes, but I would like to refer to one of the more important matters. I am sure the Minister will support me when I congratulate the Western Mining Corporation for the job it has done in fostering the mineral wealth of Western Australia. This company has done so much good in the last three or four years for the economy of both Western Australia and the Commonwealth generally, and it deserves every commendation and every assistance that can possibly be given it. Whatever profits the company has made as a result of minerals taken out of the ground have been ploughed back into the industry. Very often we find mining companies denuding the land of its resources and returning all the profits to England. So I hope that both the Minister and the Press will convey my message of congratulations and gratitude to the Western Mining Corporation for what it has done to improve the economy of Western Australia.

Last night I listened with great interest to what Mr. Heitman had to say in regard to road freights on super in Western Australia. It is possible that in 30 years' time the young people of today will be considered the pioneers of the State. We all know that it does not matter how old a pioneer might be, it is still necessary for him to go further and further into the outback before he is able to obtain land if he wishes to develop a farm. The young people to whom I refer are just as entitled to any concession that might be given to the older farmers who happen to live within 30 or 40 miles of a super works. I hope the Minister has taken note of what Mr. Heitman said last night.

If members will take their minds back to the last session they may recall my having given a blast—to use a broad Austra-

lian expression—to the natives of Kalgoorlie. I am very proud to say that after my reference to the natives there was a great deal of improvement in the situation. I do not know whether the department took the matter up, but there is no doubt that the natives there now behave reasonably well. It is possible that all the departments have combined to make the lives of these people who must live in Kalgoorlie a little more pleasant. I have pleasure in supporting the motion.

THE HON. S. T. J. THOMPSON (Lower Central) [5.37 p.m.]: I rise to support the motion, and to make a brief contribution to the debate. In rising when I do I find that a lot of what I intended to say has already been mentioned. I refer particularly to the wool question which was so ably presented last night by Mr. House. I would also like to congratulate Mr. Abbey on his handling of the question of veterinarians.

The debate generally has been most interesting, and while listening to Mr. George Brand last night I felt I had been somewhat unjust in my thoughts of Cabinet Ministers. They appear to have been so busy in Mr. Brand's area that they have not had time to visit our less important districts!

The Hon. A. F. Griffith: Cut it out!

The Hon. G. C. MacKinnon: Which Mr. Brand?

The Hon. S. T. J. THOMPSON: In his Speech the Governor highlighted the increased agricultural production and coupled it with the mineral boom which the State is experiencing. This presented a very bright picture. However, despite the mineral and industrial development that is taking place, we are still very dependent on our primary products. The sheep farmer is not having a very bright time at this stage of the game; particularly the farmer who is endeavouring to become established in the industry. However Mr. House has dealt with that aspect very thoroughly.

There is just one comment made by Mr. House which I would like to query. He said that a good farm adviser could raise our income by 20 to 25 per cent. I wonder whether he meant the net income or the gross income? If he meant the net income could be raised by 20 per cent., then surely this must be the answer to our problem. I feel, however, that he intended to say that the production could be lifted by 20 per cent. This could be possible. It does not necessarily follow, however, that the lifting of one's production automatically lifts one's income, particularly in relation to the wool farmer. We had many more bales of wool than we have ever had, but we received a lower cheque.

The Hon. G. C. MacKinnon: Did you have poorer wool, or were the prices lower?

The Hon. S. T. J. THOMPSON: We had better wool; the prices were lower. I support what Mr. House said in regard to the marketing of wool. I have said in this House before that there is only one way to market our wool and that is by the appraisal method. I know that, generally, politicians come forward with the answer that when the growers can agree to a scheme and bring it forward, they will be prepared to legislate to put that scheme into effect. I have a terrible feeling that many woolgrowers will go to the wall before they agree to a scheme by ballot.

The Hon. G. C. MacKinnon: You are a politician: do you say that?

The Hon. S. T. J. THOMPSON: I disagree with the principle. There is only one way that our wool should be sold—the same as we do with our wheat; but we have not got the organisation for it, though it could be set up.

The Hon. F. D. Willmott: Would you be prepared to do it compulsorily?

The Hon. S. T. J. THOMPSON: It would have to be by acquisition, but I do not think the growers of Western Australia would accept the acquisition scheme.

I find I have to change my mind about a number of statements I have made, and I must congratulate the Government on the matter of decentralisation. I think I said a few years ago that so far as the Government was concerned all its reference to decentralisation was lip service. I now congratulate the Government for what it has done to help industries get off the ground in country areas.

I have had experience of this in my home town. There is one factory there which started from a very small beginning. The man in question originally invented gas producers. He was a plumber, who had an oxywelding shop, and so on. I am referring to Federick's Engineering Works, which is now a major industry. It has a factory site of over an acre and employs 93 people. The factory is not able to meet the demand for its products. The limiting factor so far as this business is concerned has not been manpower—the owner has been able to get all the men he requires. Every time he advertises he gets a host of replies. The difficulty is, however, that we cannot get the houses to put them in.

I do not want to convey the impression that I am being critical of the Housing Commission in this matter. It has done all it can to supply houses, but there is a problem; inasmuch as before a person's name can be put on the list he must be resident in the town in question, and the allocation of houses to the country towns is dependent on the number of names on the list.

The Hon. J. Heitman: They can transfer.

The Hon. S. T. J. THOMPSON: Yes; but it does not always work out. A great

number of men is not gained in that way. One of the problems is that once these chaps decide to work in the factory, they have to be given very temporary accommodation in which one hopes they will stay until they can get a house. There is a terrific wastage in the process. The men are usually quite happy, but their families are not, and this has been quite a limiting factor as far as this particular works is concerned. I might add that the chap who started the factory is selling his product all over Australia at the present time, and is doing well. He is very proud of the fact that all the shareholders of this company are local people.

The Hon. J. Dolan: How did the Government help?

The Hon. S. T. J. THOMPSON: It was the Department of Industrial Development.

The Hon. J. Dolan: What did the department do for Federick?

The Hon. S. T. J. THOMPSON: I am not absolutely sure, but I think the Department of Industrial Development guaranteed loans. It also sent down business advisers. This company has had a lot of assistance in this respect.

There is another person who has a factory which has just been completed. He is a Dutchman who came here and did a lot of building. However, last year he had a brainwave regarding some window frames. He immediately applied for a patent but found that patent rights had already been granted in the Eastern States. Nevertheless, he has the sole rights to manufacture in Western Australia. Originally he had difficulty in raising finance. I think during the last week of last session he was rejected by the Development Bank and I brought his files and papers down to Mr. Court. That factory has just got under way, has a floor space of 7,200 feet, and looks like being successful.

The Hon. G. C. MacKinnon: That is in Wagin, too?

The Hon. S. T. J. THOMPSON: Yes. I would like to refer also to a stock food company. The members of this company are having some trouble at the present time as their export market has been affected by the closure of the Suez Canal. This has created a few problems for them.

I have instanced these cases to let members know that assistance to country areas can be obtained if the applicant has a genuine case. Getting the factory to which I have already referred established at Wagin has been a wonderful thing for the town. At the present time there seems to be no limitations as to the factory's progress. The chap concerned is building as fast as he can and is putting on men as fast as houses can be provided. This is certainly a great thing for the town.

I would refer now to an editorial which appeared in *The Albany Advertiser* as I

intend to speak on road and traffic problems. Portion of the editorial reads as follows:—

The decision by the State conference of the Country and Democratic League to ask the Government to proclaim a 65 miles an hour speed limit throughout the State, outside town limits, shows a strange lack of reality.

I would like to correct *The Albany Advertiser*. To my knowledge, the Country Party conference never discussed this particular matter.

The Hon. F. R. H. Lavery: It was stated in the local Press that it did.

The Hon. S. T. J. THOMPSON: I think the honourable member will find that it was the Country Party Parliamentary Party and not the Country Party conference. Further on in this leading article it refers to country traffic inspectors not being able to do the job because they cannot chase the offenders from one shire to another. Here again, I think the editor of the Albany paper is unrealistic, because at the present time inspectors do not chase offenders; they use an amphotermeter to catch them. Of course, the whole of this article is based on the assumption that we should have police control of traffic. The article finishes up on that basis.

The Hon. H. R. Robinson: Do you agree with that?

The Hon. S. T. J. THOMPSON: I do not; I am supporting the 65 miles per hour speed limit, but not for the safety angle reason as given in *The West Australian*. I do not think a 65 miles per hour speed limit will make a great deal of difference to the accident rate on the roads. The chap who has an accident of the type referred to has either had a few drinks too many, and is not in control of his car, or he goes to sleep for a second and momentarily loses control. It is hard to prevent that type of accident by imposing any speed limit.

I think *The West Australian* is advocating police control within a limit of 100 miles of the city. That paper quoted the Perth-Albany road as being an excellent black road, but it did not draw attention to the fact that there are four licensed premises, within the 100-mile limit, along that road. Perhaps if we closed all hotels we would not have as many accidents on the road as we do. I do not think a speed limit is the answer, but the 65 miles per hour limit will give country shires and their traffic inspectors an opportunity to police the traffic.

At the present time there are no speed limitations outside built-up areas of country towns so there is no hope of policing the roads. Trucks and heavy vehicles are policed by the heavy haulage squad

which operates from the city, so there is no incentive for country traffic inspectors to go outside the built-up areas.

Without a speed limit it is hard to obtain a conviction for dangerous driving and traffic inspectors are loth to take this matter up unless there has been an accident, by which time it is too late. I hope the editor of *The Albany Advertiser* will get his facts straight and realise that this alleged decision did not come from the Country Party conference, although it may have come from the Country Party Parliamentary Party. Perhaps both *The West Australian* and the Albany paper will admit at some future date that the country shires with organised traffic control—as the majority now have—are able to do the job.

Even if control were handed over to the Police Department, it would be impossible for it to police all the roads for the whole of the time; and this is the case as far as the shires are concerned. Anyway, I feel the shires are doing the job just as well as the Police Department is doing it in the metropolitan area where there is a 35 miles per hour speed limit.

As far as the 65 miles per hour speed limit is concerned, the Minister for Police assures that this virtually means 70 miles an hour because a tolerance is always allowed. In my book there is no difference in hitting a tree at 65 miles per hour than there would be at 80 miles per hour. I think the effects would be just about the same.

The Hon. E. C. House: It is hardly a Country Party decision; it was a decision made before that.

The Hon. S. T. J. THOMPSON: No decision has been made yet. I am referring to comments made by the two newspapers on a reported decision.

The Hon. A. F. Griffith: I hope you fellows over there are not at cross-purposes.

The Hon. S. T. J. THOMPSON: I am not at cross-purposes; I am just correcting the impression that the conference made this decision, because those concerned would resent the fact they have been reported as advocating a 65 miles per hour speed limit.

Much has been said about super. During the last season we did have a considerable number of problems, but from my observation of them, I feel there is a simple solution. Had the companies had one month's more stockpile to enable them to carry on with the deliveries at the same rate they were delivering in February of this year, there would have been no problem. The super companies plan to finish their distribution at the end of June. If we could get the super companies to stockpile and finish deliveries by the end of May, it would overcome the bulk of our super problems.

It all boils down to a question of storage in country areas and who is to pay for the

storage of the additional stockpile. Will the companies provide for one month's more stockpile, or will they push the responsibility on to the farmers? At the present time farmers are gradually being forced into providing their own storage. This summer they will have an incentive to take their super early, and more and more farmers every season are taking early delivery and providing the necessary storage, thus avoiding delay later in the season. Perhaps the super companies and those concerned are aiming gradually to get the farmer to provide his own storage.

This is not a very economical method. I feel that storage in one big central depot would be the better proposition. However, farmers are being forced to provide their own storage; and unless a good many people are prepared to take advantage of the early delivery this year, and thus obtain the rebate, we could again have just as big a problem at the end of the coming season as was experienced this year.

The Hon. E. C. House: Don't forget to mention the profit made by the super companies as reported in this morning's Press.

The Hon. S. T. J. THOMPSON: They did very well. I wish to thank Mr. Dolan for drawing attention to the fact that 15 members of this House are up for election this year and this could be their last opportunity to take part in the Address-in-Reply debate. I would particularly mention the two members who have signified that they do not intend to seek re-election; I refer to Mr. Jones and Mr. Watson. This is my eighth year in this House and during that time both of these members have made wonderful contributions to the debates. I feel their going will be a sad loss to this House.

Mr. Jones is in a particularly unfortunate position as he is very ill and, at the present moment, is experiencing a terrific amount of pain. I hope something can be done which will bring him back to health so he can enjoy his retirement. At the present moment he is suffering all the time.

I have been handed a note, but I do not think I will go into the matter.

The PRESIDENT: Order!

The Hon. S. T. J. THOMPSON: I think someone was suggesting another member was going to retire, but I am not going to mention any names.

The Main Roads Department has done a wonderful job in Western Australia. We can travel for many miles on black surface roads, and I feel we are particularly fortunate. As I said last year, the gravel-bitumen section of the Perth-Albany road contributes to a number of accidents which are occurring on that road. The older this road becomes the smoother the round gravel stones seem to get. On the night that the recent double tragedy occurred on that road I was driving home from Perth

and to be quite frank 45 miles per hour was fast enough on the gravel-bitumen section.

On that night I had the opportunity to see just how slippery that road was. A car coming towards me—and the driver was not speeding—suddenly went into a skid and finished up straight across the road. Fortunately it spun into a boggy spot and only one passenger received a cut head. It was only a couple of miles further on that the double tragedy occurred. This section of the road is quite dangerous and motorists should be particularly careful when travelling on it.

Regarding the Main Roads Department, I would like to comment on and perhaps mildly criticise the number of surveys which are carried out. We see the same area of road and the same corner surveyed and resurveyed time and time again. This must surely lead to a terrific amount of unnecessary expense. Whether this occurs when there is a change of engineers I do not know, but the practice has been fairly general throughout the State. However, the overall performance of the Main Roads Department is very good.

I will now comment briefly on some of our regulations. With orderly marketing we must have regulations, but I think many people evade the regulations and in doing so do not think they have committed a very serious offence. It is an offence to sell a dozen eggs, unless they are sold to the Egg Marketing Board; but I am certain a number of people do sell eggs elsewhere.

The Milk Board now controls cream. Recently a regulation was introduced to provide that wherever the board distributed milk in Western Australia it was an offence to sell a pint of cream privately. If my neighbour had a cow and sold me a pint of cream we would be breaking the law.

Fruit bins are placed at the side of the roads throughout the State and I wonder how many people stop and empty their fruit into those bins. I do not think many people do. The only bin at which I stop is the one where an inspector is situated.

The point I am trying to make is: Are we achieving anything by having the regulations which are broken so many times, other than the breaking down of our moral principles?

The Hon. F. D. Willmott: The same thing will apply to the limit of 65 miles per hour.

The Hon. S. T. J. THOMPSON: It might do but one could lose one's license for breaking that regulation. The thought of losing one's license might be a deterrent. I might add, for the benefit of the honourable member, that the two little strips which are placed on the road to check speed are very hard to see. The honourable member who sits beside me did not see them when he was coming to Perth one morning this year. On that occasion,

a number of other drivers did not see the strips either and there were 20 or 30 cars lined up in a short space of time.

The Hon. R. Thompson: In whose province did this occur?

The Hon. S. T. J. THOMPSON: It happened this side of Armadale.

The Hon. R. Thompson: Then an amendment to the regulations should be made.

The PRESIDENT: Order!

The Hon. S. T. J. THOMPSON: I am quite serious about the question of selling cream. In my opinion the Milk Board was instituted to handle the selling of milk. It was never intended that the board should control the sale of cream. This regulation could soon cover the whole of Western Australia because bottled milk is becoming available further and further afield. In my book that is not right. The cream that is sold by the board is only a little thicker than milk.

The Hon. J. G. Hislop: In some cases, not as thick.

The Hon. S. T. J. THOMPSON: It does not appear to me to be right that I cannot get a pint of cream from my next-door neighbour, who might have a cow.

The Hon. R. Thompson: Haven't you got a cow of your own?

The Hon. S. T. J. THOMPSON: I am fortunate enough to have a cow on my farm still.

The PRESIDENT: Order! Will the honourable member please address the Chair.

The Hon. S. T. J. THOMPSON: I seem to have received a lot of assistance in making my speech. Perhaps I will finish at this stage and allow the House to adjourn for tea.

Sitting suspended from 6.7 to 7.30 p.m.

THE HON. F. J. S. WISE (North) [7.31 p.m.]: Firstly I wish to say how interesting and pleasant it has been to listen to some of the new members of this Chamber; that is, men of the 1965 vintage and men who, in addressing themselves to this motion, stated their cases with clarity and with confidence. I think all older members of this Chamber must have noted that fact. I do not patronise anybody, because I have no need to do so. However, I do not say that patronisingly, but I think I have the qualification to comment on it. After all, this is the thirty-fifth session during which, in some Parliament, I have addressed myself to the gathering. It was pleasing indeed to find members who are putting themselves to work and who are expressing their cases. Whether one agrees with them or not, they have the right to say what they think and they have said it well.

I wish to talk of many things. I know that is what the walrus said, but I will

not talk of cabbages and kings on this occasion. Firstly I wish to refer to the satisfaction which we in the north feel over the fact that the Kimberley pastoral research station is very close to coming into being. This pastoral research station has been made possible by the resumption of land from three or four pastoral leases. I understand the survey has been made for the boundaries and the erection of the vermin-proof fence is about to commence, if it has not already commenced. There is not any doubt that this area will offer plenty of scope in research for a major contribution to be made to the pastoral industry. There is much work to be done, particularly in regard to animals as well as in regard to the vegetation. Whether such a property can contribute much to the very important matter of animal husbandry and stock control, one is not so sure. However, the need is great and certainly much can be done in connection with endemic diseases.

It is still an unhappy circumstance that there are thousands of clean skin bulls in the Kimberley. It is still an unfortunate fact that in parts of north Australia not more than 25 per cent. of the calves which are born reach the market. It is still a fact that very few pastoral properties are boundary fenced, and hundreds of miles of internal fencing are required.

There is very little opportunity in this year of 1967 to segregate heifers from breeding cows, from bullocks, or from bulls. It is still a fact that many heifers and cows in calf are slaughtered annually. These kinds of things would be alarming in any area where proper animal husbandry was practised, such as in the more closely settled areas. It alarms us, especially when one regards the future of the beef industry of Australia. Statisticians and forecasters in national economy anticipate that there will be 30,000,000 people in Australia at the turn of the century. On the present rate of consumption, and allowing for substantial increases of up to 40 per cent. in the cattle population of Australia, if it is the case that there will be 30,000,000 people by the end of this century, they will consume the products from 25,000,000 head of beef and dairy cattle, which will leave very little for export. This indicates how serious the matter is and gives some expression, too, to the important opportunities for beef production.

I think an interesting observation on this subject was made by Mr. Kleberg, a well-known gentleman of Santa-Gertrudis fame at King Ranch, Texas. He said—

I feel that in the cattle world the emphasis should be on the breeding of beef cattle adapted to unfavourable environments, and believe further that the future expansion of large-scale beef production will be in the wet and dry tropics and in the semi-arid areas of the world.

If that be so, there is a very great and important responsibility devolving upon pastoralists and Governments alike. Governments have a very big responsibility in this matter, not merely in connection with attention to the industry as such but into all the laws of the land including those which affect the production of beef in this State.

I can recall that in 1952 I advocated to the Commonwealth Government that 100,000 buffaloes should be killed in Arnhem Land in the Northern Territory. Those recommendations and pleadings fell on deaf ears at that time. The opportunity existed to replace 100,000 useless buffaloes, from which only a few thousand skins per annum were marketed, with some cattle which were suited to the difficult and unfavourable environment.

However, sometimes one lives long enough to see success from earlier ideas because that process is now in hand. I think it will be very much to the advantage of the future prospects of the cattle industry in north Australia.

I was interested indeed in the comments made by Mr. Abbey, Mr. McNeill, Mr. House and, this evening Mr. Syd Thompson in connection with the difficulties associated with the profession of veterinary science in this State. I intend to refer quite considerably to this matter a little later on. However I think it is imperative that senior veterinarians from this State and from the rest of the Commonwealth should make continuous visits to those countries and continents where foot-and-mouth disease and indeed, blue-tongue exists. These visits should be made by those who are acknowledged as highly-placed veterinarians in Australia, not merely to learn more about the disease and its incidence where it occurs naturally—as, for example, where it occurs in the herds of wild beasts in Africa—but to keep up to date with the research stations of the world.

I acknowledge the shortage of veterinary surgeons and veterinary scientists. However, just think how much more able they would be to cope with the scourge should it occur in Australia. It must be acknowledged that it could very easily occur. They would be able to cope with the diseases as they are coped with when natural outbreaks occur in other countries.

We are extremely vulnerable and the dire consequences of an outbreak of foot-and-mouth disease in Australia would take generations to overcome. The fact that we are vulnerable must be obvious, because people are landing in Australia from planes when a few hours before they were tramping on the soil of countries where these diseases are rife.

I consider that the Department of Agriculture of Western Australia is alert, not merely to this problem but to the very

many other problems which face us from overseas countries. However, I stress the importance of the fact that we need ministerial concurrence in sending abroad, and in collaboration with the other States of Australia, men who are at an expert level so that we in Australia can get up-to-date information in connection with the control of these diseases in other parts of the world.

In spite of anything that may be said to the contrary, the Department of Agriculture in Western Australia has a story of very great achievement, particularly with its research officers; that is, Dr. Dunne and those who are associated with him. I mention Dr. Dunne himself and the work that he has done in the past years.

I would like to outline for a few moments some of the things, which must be acknowledged as contributions to this State's welfare and to Australia's national well-being, which have been done by the scientists of our humble Department of Agriculture in Western Australia. For example, I mention the control of botulism in sheep in the Avon district not many years ago. I mention also the control of the Denmark wasting disease and its virtual elimination from this State. In addition, there are such things as the application of seven to 10 lb. of sulphate of copper per acre, which has increased the yield of potatoes in Western Australia by tons per acre. Also, there are the many trace element experiments, which are in practice in many parts of Australia and in other countries, through Western Australia's illustration. There are the control measures taken in connection with foot-rot in sheep which, without our agricultural scientists, could have been a scourge with very dire results in the south-west part of the State, particularly. One could go on mentioning some of the current research objectives of this department, making possible light land development and all the other achievements by those people behind the scenes one is apt to forget.

Some of those men who evolved wheat and oats varieties were born and bred in this State, and they have been responsible for the increased production of cereals. I repeat that one could go on enumerating the achievements of these men. Not the last of such achievements is the successful experimentation and control of the Prodenia worm, or caterpillar, associated with cotton, and this and other achievements we are too prone to forget.

Farmers are only too ready to take for granted the work these officers have done, and they are prone to regard the Department of Agriculture as being a sort of secondary department, instead of being, in my view at any rate, the most important of all. It is certainly not of any less consequence than any other department.

I would now refer for a minute or two to the question of the shortage of veterinarians. In 1942, when Sydney had the only veterinary school in Australia in which men were being trained not only for service in the Commonwealth sphere but also in all the States, a very responsible body, then known as the Rural Reconstruction Commission, recommended to the Commonwealth Government to make a substantial grant to the Sydney University, and to all other States interested in promoting the training of veterinarians.

It was in that year when that wonderful man, Professor Clunies Ross, contended that an annual output of at least 40 graduates in veterinary science was necessary to supply the Commonwealth and the States with veterinary officers. The requirement was 40 per annum at that time, but of course, with closely-settled areas and with an increased animal population, that need is much greater today. It is unfortunate that this profession has not proved to be attractive to those leaving high school. The course is a lengthy one, it is expensive, and the veterinarian in private practice has always had considerable difficulty in meeting heavy travelling expenses and of earning a worth-while income.

The answer to that problem is comparatively easy, because after all is said and done is it not only in recent years that animal values have become very substantial, whereas in previous years the cost of getting a veterinary surgeon to visit a farming property 50 or 100 miles distant from where he was stationed to attend to a single sick beast was beyond the capacity of the person or the industry to pay? The reason for this was that the person or the industry at that point would not know what the sickness represented; it might represent the dawning of an outbreak of a disease of dire consequence. So whether a veterinary officer was engaged in private practice or obtained his income from a system of farming subsidies or through State employment he was on a lower grade compared to his value in a national sense.

Farming groups in this and other States had great difficulty in securing the services of a veterinary officer to serve one area, or a district; a shire, or a division of farmers, in order to cope with those diseases which, far too frequently, occurred because of the inability to obtain the services of a veterinary officer at the right time. Therefore, most of the service that is now rendered to country centres has fallen on the shoulders of State officers. The private practitioner has moved to the city where even a consultation for a pet is worth more than attending to a pedigree bull.

So it becomes a question of how much of the responsibility for securing greater

veterinary services rests on the farmers and how much on the taxpayers. The need of this State is so great that I think, at this moment, there appear to be only three prospects, in my view, of providing more veterinary officers. In saying that the need is extremely great, I point to the Kimberley where pleuropneumonia can become rife at any time; where an outbreak of this disease can occur without any notice. In this area we have only one inspector and it is also served by a veterinary officer who is stationed in Perth. That illustrates how difficult the position has become.

Members who flew over those vast areas north of the Tropic of Capricorn last year would have an appreciation of the problems in that country, compared with very many districts of the South-West Land Division. I think a commencement should be made to train more stock inspectors; men who have a flair for animal studies during the course of their work at the agricultural colleges or research stations. We should try to obtain men who graduate to go through a more intensive and continuing study of animal diseases and give them an extra year in practical and theoretical work.

I believe that if this State appointed many more stock inspectors they could relieve the veterinary officers of much of the work associated with regulations and inspections, and also at the same time give very helpful advice to those members of the community who sought it. I think the second point is that in spite of any of the costs found necessary to establish a chair of veterinary science at our University, every endeavour should be made to reach this objective.

The Hon. H. K. Watson: McCallum Smith had the same idea over 30 years ago and he left a legacy in his will, but I understand it was renounced because it was not possible to achieve his objective with the cash available.

The Hon. F. J. S. WISE: That is so. It would not matter whether the cost appeared to be in hundreds of thousands of dollars, the investment in, and the insurance for, the State's valuable stock industries would ensure the recoupment of the cost within a very short time. The third point I would suggest for urgent consideration by the Government is to recruit at least six men from overseas, especially from countries such as South Africa which, perhaps, renders the greatest veterinary service in the world. In the research station 10 miles from Pretoria there is the opportunity for the State to recruit veterinarians who could advise people who are in the dire distress mentioned by Mr. McNeill and other members; men who could serve in this State, not merely to await the outbreak of a disease, but by giving instruction and inspiration on many subjects associated with serious diseases, which may prove to be important.

There are other countries, too, with very skilled veterinarians, and it would be an investment for Western Australia to obtain, initially, six young men; men of maturity, but men who have sufficient experience to be useful to this State. I repeat that the cost of securing the services of these men would not be a liability, but an investment. Indeed, we need a surfeit of such men in ordinary times apart from the necessity of their services during a scourge, because the work of the men will be such that we will want to know in which direction we are going in this regard. In any event, I raise these three very important points for consideration by the Government.

I now wish to refer in brief to a subject raised last night by Mr. House; namely, the serious circumstances surrounding the shortage of housing which are affecting people in newly-settled areas. We have noticed in our Press almost boastful statements which are glamorised to indicate it is a rather startling achievement for Western Australia to be throwing open 1,000,000 acres of land a year.

I say there is no merit in throwing open 1,000,000 acres or any other number of acres of land for selection every year unless the people who are to be settled on that land are to become successful farmers. Anyone who has been associated with the land—and there are many in this Chamber—know full well that the establishment of a property today, whether under Crown leasehold or any other condition, entails not the investment of thousands of dollars, but in fact many tens of thousands of dollars. There is no doubt a large amount of capital is necessary to develop a property because of the high cost of clearing, the high cost of machinery, and the high cost of materials necessary to bring a property into production. Such costs and other economic factors present a very serious prospect for any settler no matter what virtue there is in throwing open 1,000,000 acres of land each year.

Have we not with us already circumstances which indicate that, in certain areas of these tracts of 1,000,000 acres, several people who have taken up blocks are in almost dire distress? I suggest one of the most urgent needs of our rural community is for the Government to have a look at the economic prospects of many people who have settled on the land in recent years. I issue that as a sort of warning, because it fell to my lot to be the Minister in charge of Lands and Agriculture during the serious days of a composition of farmers' debts; during the days of the moratorium legislation, and during the days of the eviction, by the dozen every week from farming properties, of settlers, and particularly those in the north-eastern wheatbelt.

I had the responsibility of the adjustment of farmers' debts; that is, in two

separate eras, and I know the heartbreaks of those people who were evicted from their farms because of the financial burden which was never to be overcome. I also know how others took the opportunity to avail themselves of all the work that some pioneers had done before them. It is all very well for us to say that we are attracting farmers from South Australia or Victoria to come to Western Australia to settle in some areas, with a capital of \$30,000 or \$40,000, when we know that in those areas they will be far distant from transport and schooling for their children. This means a great deal, especially in these days of receding prices for wool and sheep products. As a result I feel sure there will be many heartbreaks, and I would hate to see a recurrence of the dreadful days of the early and late 1930s.

It is a very important function of this Government, which does much glamorising of its 1,000,000-acre propositions, to accept the responsibility for ensuring that such 1,000,000-acre areas are securely, safely, and happily settled. One of the prime needs of every property is the availability of livable quarters. It has been the age-old practice in the history of Western Australia that blocks of land—whether they be under the group settlement scheme or the soldier settlement scheme—were not made available unless there was a house of some sort on them, where the woman of the household would have some chance of being happy and of maintaining respectability, even though it might be in meagre circumstances.

That is not the position today, because the housing on some properties in parts of the south-west is very inadequate. We must never forget the needs of life, and this matter should be faced up to at the appropriate time—and I suggest that time is now.

The last subject I wish to deal with has been mentioned by my colleague, Mr. Strickland. He made very important comments about the conditions which affect the lives of the people in the north, especially in relation to the cost of electricity supplies. In my view, not only did he state an excellent case but also an unanswerable one, so far as attention by the Government to those conditions is concerned.

He proved conclusively the need for Government action on the high cost of electricity in the north-west; and he told this Chamber about the visits which the members for the north-west had made to the Minister requesting that some of the cost for the services be met out of the normal revenue obtained from mining, to assist in improving the living standards and the amenities available in that region.

The answer given by the Minister was that the proposition was not practicable, and that the income from the royalties

from iron ore, for example, would be taken into account by the Grants Commission if they were used by the Government for the purposes mentioned. The question is as simple as this: Section 64 of the Constitution Act of 1889 makes it incumbent on all Governments to treat moneys in the following manner:

All taxes, imposts, rates and duties, and all territorial, casual, and other revenues of the Crown (including royalties) from whatever source arising within the Colony, over which the Legislature has no power of appropriation, shall form one Consolidated Revenue Fund to be appropriated to the Public Service of the Colony in the manner and subject to the charges hereinafter mentioned.

That being the case, there is no stricture whatever, at the other end of the scale, on the Government, at its will or whim, to meet demands from Consolidated Revenue in respect of any project which, within the judgment of the Government, should be implemented. There is no restriction even under the Audit Act—if it is Government policy—on defraying money, which is collected in the fund, in any manner it desires. There is, in a nutshell, very little limitation placed on the Government as to what it can do with its revenue. The money must be spent through the revenue fund.

There are many examples of the sort of assistance which my colleagues in this Chamber and in another place are seeking, in order to alleviate the serious circumstances which exist in relation to the cost of the ordinary amenities of life in the provinces of the north-west. Not only do the people face difficulties in relation to the cost of electricity supplies, but also to the cost of water supplies.

Water, being a necessity of life, is one of the most essential commodities, and its use is required extensively in the whole of our provinces. In the dry days the people have either to pay the exorbitant cost for water—a cost which this Parliament has permitted the Government to charge—and make an attempt to grow a few shrubs and some lawn, or abandon their gardens and leave them in an almost desolate state. The climatic conditions of the north require a heavy usage of water for domestic purposes.

The users of water in the north—at Wittenoom, Marble Bar, or Wyndham—pay exactly the same rates as the users of water in Busselton, Mt. Barker, or Pinjarra. The climate in the north is not as pleasant in any month of the year as the climate down south. It is within the competence of this Government to provide a subsidy, a rebate, or an allowance in some form for the charges for electricity and water supplies. If members are sufficiently interested they can find items in the Auditor-General's report which show

where assistance has been given by the Government.

Last year the Laverton Shire Council was given a grant for the renovation of its hall, and it also received a grant towards the provision of new shire offices. Grants have been made for the establishment of bulk-handling installations, and the money has come from the Consolidated Revenue Fund. Financial assistance has also been given by the Government in respect of rail freights and fare concessions, rent reductions, road transport, road transport in place of rail services, and metropolitan transport. The Metropolitan Passenger Transport Trust was recouped by the Government for a loss amounting to \$1,200,000.

There are lists of similar examples, and they show very clearly that if the Government has the desire there is nothing to stop it from using money received in royalties from minerals for assistance. This will not be taken into account by the Grants Commission. Provided the money goes into the revenue fund, the Grants Commission does not raise a quibble about the one-hundred-and-one items on which the Government deems it wise to give financial assistance.

We make a strong plea for the people of the north—not for those cloistered in the new towns which are being created, because they have nothing to do with the Government, and the mining companies are providing for them. We are making a plea for the humble people of the north—not those who are temporarily in receipt of high wages, but those who are rearing families; not those of the will-o'-the-wisp type, but those who are permanently settled there.

I therefore supplement the remarks of Mr. Strickland on this matter. It should be treated as one of great urgency, in order to meet the needs and alleviate the living conditions of the people far removed from the joys of life in the city.

Regarding the Grants Commission, I would like to say this: the royalties being obtained from iron ore in the north this year will amount to about \$5,000,000, and my guess is that they will amount to \$10,000,000 to \$12,000,000 next year. Western Australia will soon reach the stage—perhaps in three or four years' time—where it will not be a claimant State. If this Government is still in office—I do not think it will be—it will be hard-pressed to find excuses to supplement the excuse it offers today: that the Grants Commission will not tolerate financial assistance. The Grants Commission has been a buttress for excuses by the Government for doing nothing, but very soon this excuse will fall to the ground, because very soon we will have from mineral royalties a sum equal to the mineral royalties received by New South Wales, which this year will amount to \$25,000,000.

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [8.11 p.m.]: I have heard a great number of Governors' Speeches being delivered in this House during the time I have been in Parliament. The extent to which the Governor's Speech is circulated is relatively limited; but the extent to which the Press gives publicity to the Speech is relatively wide.

It has been my experience that members take the opportunity to address themselves to the House on all sorts of matters during this debate. For a long time it has been customary for the Leader of the House—I do not know when this custom started—to have the speeches made by members on the debate on the motion for the adoption of the Address-in-Reply examined; and if time permitted to endeavour to explain or to give some satisfaction to members in respect of the subjects they raised.

I do not know whether you, Mr. President, have had the time or the desire to look at what has been said in Governors' Speeches from time to time, but I have. In recent days I went through 10 or 12 Speeches that have been delivered in this House by the Governor of the day, and it is interesting to see the terms in which the Speeches are couched.

In the main the Speeches convey two things: they tell Parliament and the people of the State what has taken place in the preceding year, and they give some indication of what will take place in the current year. Usually great care is taken to reflect the economic conditions, at least when they are very favourable. On examining some of these Speeches I find that despite employment or unemployment figures being at their highest point, the Governor's Speeches expressed the conditions in terms that the economy of the State was sound.

I am very pleased to see Mr. Lavery back with us. I hope the day will not be far distant when Mr. Jones is sufficiently recovered from his unfortunate illness to join us in the House and to participate in the debates.

Whatever has been said in this House and whatever question has been raised by any particular member, we must all agree that at this juncture Western Australia is enjoying an era of prosperity that has not been known in its history. I think we should, and we do, rejoice in this particular state of affairs.

I want first of all to start my remarks tonight by commenting upon the success attending the first re-enactment of the founding of Perth ceremony, which was carried out by several groups of public-spirited bodies on the original spot in Barrack Street last Friday.

The ceremony, the main part of which took place on the R. & I. Bank build-

ing steps, marked the 138th anniversary of our capital. My ministerial commitments did not permit my attendance but I believe there were several hundreds of well-wishers present.

It appeared to me to represent a spontaneous response from the community in appreciation to the organisers for a very realistic presentation. That so simple a ceremony could attract so much commendation suggests that similar brief public functions to celebrate important State events would cater for a very apparent pride which our community enjoys in our heritage.

I would like to add my own commendation to the several groups which organised and presented a very sincere portrayal of the initial ceremony on the identical site. I feel sure the participants will have well earned the gratitude of the public for their efforts. It is interesting when we contemplate the very youth of this country of which we are so proud. One hundred and thirty eight years is not a long time when compared with the history of other parts of the world.

Having regard to the Governor's Speech on opening day and the outline which His Excellency gave of our progress, one's thoughts turn back over this comparatively short period of 138 years—for in the history of the great nations we are amongst the youngest and it is not too difficult to picture the courage and tenacity of those first settlers founding their main seat of government at a comparatively lonely bush site on the river bank.

From this point onwards, Western Australia, for a number of reasons, became known as the Cinderella State—poor but honest; and now it is foreshadowed by Mr. Wise that in a short period of years we will remove ourselves once and for all from this particular state of affairs. I agree with him that it will not be very long before this takes place.

We were subsequently endowed with great riches in the form of goldmining which was carried out successfully over an extensive period in every quarter of the country at some time or other.

Then there was the wealth of forest production in the south-west, the one-time boom of pearls and pearlshell, the opening up of the north-west and the Kimberley to cattle, and the steady clearing of agricultural lands and eventual establishment of this State as a great primary producer in wheat and sheep.

Apart from the establishment of BP and B.H.P. at Kwinana, it is only in the past 10 years or so that any really effective steps have been taken to bolster the State's secondary resources and only quite recently have the Eastern States begun to sit up and take notice of our achievements and regard them as of

national account. I feel I am entitled to say that much of this is due to State Government encouragement.

From the earliest days the Legislative Council was the main legislative body in the colony. It was only some 15 months after the founding of the City of Perth on the 12th August, 1829, that an Order-in-Council was issued in England—and I quote from page 80 of our *Parliamentary Handbook*—"for the establishment of a Legislative Council to make all necessary laws and to constitute all necessary courts for the peace, order and good government of the settlement."

It was not until the 7th February, 1832—owing to a delay in the receipt of the Order-in-Council—that the first sitting of the Council was held. The early sittings were held in camera but later opened to the public, the Advocate-General of the colony, writing on Christmas Day, 1834—"Our Legislative Council is now open to the public and we are directed to conform to the rules of the British Parliament in our proceedings, so that actually you may regard me as a Member of Parliament here"

It is of interest to note that, in 1835, a conflict occurred between the Governor and the other members of the Legislative Council over the Annual Estimates. Members dissented entirely from the Estimates submitted by His Excellency and substituted others.

The brief history provided from that point of time in the *Parliamentary Handbook* makes quite interesting reading and, in the light of the existing relationship between the two Houses of the State Parliament, both being elected on an adult franchise with members representing areas marked by the same boundaries, elected members of this Chamber could well reflect that we have progressed to a very interesting stage in our parliamentary representation and in our relative legislative obligations.

But to digress no further, I repeat my observations concerning the desirability of giving further opportunity as occasion permits to the community to enter wholeheartedly into these simple but telling celebrations of some of our important historic events.

If I could deal now with the questions raised by members, first I would start by thanking Mr. Willmott for a very capable and well-delivered speech on the important occasion of opening day. His supposed solution to the problems of the fruit-growing industry on the Blackwood has been referred to the Minister for Forests for consideration by his officers.

The Hon. F. D. Willmott: Pine growing.

The Hon. A. F. GRIFFITH: Yes. I beg your pardon. I should have said pine growing.

I thought it very appropriate for Mr. Willmott to draw the parallel between the progress of the north and its advantages to the south businesswise; for example, timber for sleepers and construction, and food production. Then there is plant and machinery from the city and industrial complex prefabrication of construction camp housing, and facilities of road and air transport expansion and the rapid development of the commercial sector of the City of Perth.

Mr. Willesee, before moving his "no confidence" amendment, referred to the need for two sessions of Parliament and, by interjection, I indicated the Government's view at this point of time.

Matters of land cost and housing have since been debated very fully.

Dr. Hislop queried the deterrent effect of heavy fines inflicted on persons for driving under the influence of liquor. In an attempt to support his contention of the effect of the \$250 fine, the honourable member stated that the number of drunk drivers had increased to something like 400. The increase in convictions for drunken driving would not necessarily prove that there was a greater incidence of drunken driving in the community, though I am quite willing to concede that this may be so. We can be sure, however, and of this we have the proof in the number of convictions being recorded at the present time, that this is clear indication of the greater efficiency in the methods of detection presently being employed—greater vigilance by the police, the breathalyser, and so on.

It is quite natural for us to conclude that an increase in convictions for a particular offence would indicate a higher incidence of that offence, whereas, in effect, the increase in the number of convictions does surely indicate very clearly a higher degree of apprehension also. So, in fact, it may well be that the position is better rather than worse, irrespective of the deterrent effect of any particular penalty.

As to the effect on the dependants of a person subject to the heavy fine, I am advised that the Child Welfare Department received few applications for financial assistance on the grounds of imprisonment for default in paying these fines. Only one application has been dealt with in the past three months.

There are many cases, however, where the offender is obliged to apply to me for time to pay the fine and many succeed in obtaining approval for liquidating the amount by instalment. This is fixed after consideration is given to the debtor's circumstances.

As to the question of lowering the age to enable minors to purchase alcoholic liquor legally, I must confess that I have a certain sympathy for the views put forward by Dr. Hislop which, in effect, sup-

port the theory of education from an early age in approaching the drinking of alcoholic liquors. There is nothing, of course, contained in our liquor laws to prevent this type of home education. Its effectiveness is not lessened by laws preventing minors from purchasing their own liquor. So it is not necessary to lower the drinking age in hotels and other public places to enable educated drinking habits being inculcated in the young to prepare them to be able to drink sensibly later in life.

I leave at that point the overall social problem I know exists in relation to the actual drinking age and and perhaps the lowering of the age of responsibility generally. I do not know, as I have said before, whether lowering the drinking age is the answer to the problem.

I would not desire members to judge from these remarks that I would regard home training as the complete answer. Nevertheless, it is, I think, an essential starting point, if we, as a community, are to come to grips with this national problem, bearing in mind that so many of our young people seem determined to drink at an earlier age.

Mrs. Hutchison advocated a reduction in the alcoholic content of beer as a help towards temperance. Doubtless, this would be a help in some respects—to what extent or to what proportion of cases, one could only guess. I could suggest that a decrease in the alcoholic content of liquor could only lead to a decrease in the pay envelope taken home on a pay day, if the same alcoholic stimulus be achieved. And I say again, doubtless this could be the end result in many cases.

Viewing the more serious aspects of alcoholism, namely, over-indulgence by the young uninitiated drinker out for a good time at all costs, I believe the beneficial effect of a reduction in the alcoholic content would be very little if maximum stimulation from alcohol is what is being searched for, because that person would see that he got what he wanted in the way of maximum alcohol stimulation. I say this, having regard for the large numbers of bottles of beer purchased over the bar and at drive-in bottle departments; these being supported by the addition of wines and spirits.

I tend rather towards Dr. Hislop's views in support of intelligent or educated drinking rather than more stringent restrictive innovations. There will always be with us, I fear, the type of person who desires to achieve the "disastrous results" referred to by Mrs. Hutchison and I believe there is no legislative restriction which could prevent this. The U.S.A. found this to be the case during its prohibition days.

My colleague, the Minister for Health indicated by interjection the steps being taken by one company at Ashfield to reduce the incidence of irritation caused

by fumes from fertiliser factories—sulphur fumes, I think, were mentioned. As Mr. MacKinnon pointed out, the provisions of such legislation as the Clean Air Act have been drafted to alleviate the living conditions of adjacent residents. Doubtless, we will hear more about these provisions as the session proceeds to Government business.

My colleague, Mr. Logan, reassured the honourable member concerning the future of the Bayswater subway.

The honourable member's request for more attention being given to poison baiting has been referred to the Minister for Police, and I sympathise with the point of view expressed.

Doubtless, my colleague, Mr. MacKinnon, has taken cognisance of the mention of fluoridation of public water supplies. I would not hope, in a few words, to be able to convince Mrs. Hutchison—

The Hon. R. F. Hutchison: You would never convince me of that.

The Hon. A. F. GRIFFITH: —at this stage, or at any stage, apparently, of the overall advantages of the scheme and do not intend to try to do so.

Mr. Logan answered the complaint about the Mt. Lawley receiving home. The honourable member's complaint about the inadequacy of institutional provision for pregnant offenders has been passed forward to Mr. Craig for consideration.

The Hon. R. F. Hutchison: I am glad the Mt. Lawley home is to be dealt with first because it really needs something done.

The Hon. A. F. GRIFFITH: A nice compliment was paid to Inspector Scott of the women police by Mrs. Hutchison and for extending this compliment to the Government which recognised her worth, I thank the honourable member.

Mr. Abbey's views regarding town planning have no doubt been noted by my colleague, Mr. Logan, the Minister in charge of this portfolio.

I desire to inform Mr. Abbey that his concern resulting from reports which have come to him of shortages of veterinary officers, has been referred to Mr. Nalder, who is responsible for these services.

Mr. Nalder has given me certain advice on this matter to which I would like to refer. I realise that this is a subject that has attracted interest among a number of members in the House and for obvious reasons. In the past the Government has done everything possible to build up its veterinary services. Since 1949 it has been appointing veterinary cadets and, wherever possible, has recruited specialist officers from both within Australia and overseas. However, because of the world-wide shortage of veterinarians it has not been possible to appoint all the specialist officers it would have

liked, nor has it been possible to retain the services of all its veterinary cadets after graduation.

The situation, however, is not peculiar to Western Australia, as has been said this evening. All State and Commonwealth departments have the same problem. Detailed plans for the control of foot-and-mouth disease have been prepared and the necessary legislation is in existence, passed by this House some time ago and ready to be proclaimed should an outbreak of the disease be discovered in Western Australia.

With reference to the need for a veterinary school, it is well known that the Government sponsored an approach by the University of Western Australia to the Universities Commission in 1965 for the establishment of a veterinary school. Unfortunately the Universities Commission did not agree that a fourth veterinary school was necessary in Australia at that time, but it is hoped a further approach to the commission will be made this year.

With reference to the suggestion that some of the reserves in the cattle, pig, and poultry industry trust funds be used to establish a veterinary school, it should be pointed out that these funds are trust funds and, as such they may only be used for the specific purpose designated in the legislation. It may also be pointed out that the veterinary science committee appointed by the Government estimated that the cost of establishing a veterinary school would be in the vicinity of \$1,500,000, and that the eventual running costs would be \$240,000 annually.

It is essential, therefore, that the establishment of a veterinary school in Western Australia be approved by the Universities Commission so that the finance needed from Commonwealth sources will be available. I think it would be unrealistic for the Western Australian Government to consider the establishment of a veterinary school without prior acceptance by the Universities Commission and the receipt of Commonwealth finance.

Mr. Dolan told us that there are drainage problems affecting the local authority at Gosnells—a matter concerning the Minister for Local Government, Mr. Logan, and it is before him.

Similarly affecting my colleague, is the proposal for a cemetery south of the river.

The sewage problems at Lynwood have been referred to the Minister for Works and Water Supplies.

Upon this point Mr. Ross Hutchinson has been able to provide me with some information. He advises that the Government is aware of the problem at Lynwood and the need for sewers to be provided in that area as soon as possible.

There are, however, two distinct problems; firstly the provision of a sewerage scheme so that development may proceed on land at present not built on, and, secondly, the provision of sewerage facilities to land already built on where septic tanks are not functioning entirely satisfactorily.

It has been determined that all developers should be responsible for the provision of sewer reticulation within their own respective areas, and that the initial developers within the area should be responsible for the acquisition of the 25 acres required for the treatment works to serve the whole of the reticulation area of which the initial developers' land forms part.

The initial developers should also be responsible for the cost of construction of the treatment works adequate for the purpose of their own development and the cost of any additional construction work required to enable other development to be served should be met by the other developers concerned. After the establishment of the sewerage system and its transfer to the Metropolitan Water Supply Sewerage and Drainage Board the operation and maintenance costs of such a system should be the responsibility of the board while the cost of the disposal of effluent from the treatment plant, including the cost by purchase or lease of the disposal site, should also be borne by the Metropolitan Water Supply Sewerage and Drainage Board.

The second problem—that of providing sewerage facilities to land already developed—is one which has also had some attention from the Government. Representations have been made that the cost of connections with houses already built, on to the future sewerage system that might be provided, should not be completely borne by the householder. There are difficulties concerning both finance and precedent in this problem and no final decision can be made at this point of time.

Members listened with a natural sympathy, I should think, to Mr. Dolan's story of the invalid pensioner. So many aspects are involved in this case that I have been at a loss as to where some alleviation might lie. I decided that, in the first instance, I should refer the matter to the Minister for Labour, and this has been done, but, in the main, I feel, as a gesture to the honourable member's representations which have apparently been made in several directions. However, I have asked the Minister to follow this through to see if some solution to this unfortunate man's problems can be found.

The Hon. J. Dolan: Thank you.

The Hon. A. F. GRIFFITH: The deficiencies in crosswalk lighting on Canning Highway, mentioned by Mr. Dolan, have been referred to the Minister for Works.

Approval has been given by the Minister for Traffic for a programme covering the installation of sodium fluorescent lighting at 60 crosswalks on selected highways in the metropolitan area. The present position is that tenders are about to be called for this equipment but as it has to be imported from overseas, there will be some delay before it can be installed. Crosswalks at Canning Highway are included in the approved programme.

As to the "laundering" of sewage, I have no actual knowledge. It is an interesting line of thought that could perhaps be applied where water is at a premium and sold at a substantial loss by the Government. The idea has been placed before the Minister for Water Supplies.

The Minister advises that there is no doubt that, in country centres in Western Australia, treated sewage effluent should be used for cultivation of pastures and grasses wherever possible in order at least to make full use of water, which has to be pumped many miles from reservoirs situated in the coastal area.

The Public Works Department in collaboration with the Public Health Department has, for some time, been actively advising and encouraging shire councils to use sewage effluent for playing fields and three shires are at the present time using the treated effluent; namely, Merredin, watering five acres of football oval, Katanning similarly, and Narrogin watering 20 acres of playing fields.

Some effluent from the Kalgoorlie Town Council sewage treatment works is used for cultivation of lucerne but much greater use could be made of this effluent after further treatment.

Public health standards for use of sewage effluent in growing edible crops lay down that it shall not be used for growing salad vegetables eaten raw but may be used for irrigation of standing crops such as tomatoes and fruit trees. Spray irrigation is not permitted. Caution is necessary in use of sewage effluent to determine whether the absorption by sewage of chemicals from detergents or other industrial wastes will affect plant growth. Research into this question is being carried out in Europe and the U.S.A.

Concerning the mile long walk for Cannington High School pupils—this was a matter to which Mr. Dolan referred, I think—

The Hon. J. Dolan: That is so.

The Hon. A. F. GRIFFITH: I have referred the representations made to Mr. O'Connor. I understand the matter has been previously considered—

The Hon. J. Dolan: Many times.

The Hon. A. F. GRIFFITH: — and Mr. Clive Griffiths has made some representations in this regard, I believe, and there is a real difficulty.

We listened with interest and appreciation to Mr. Dolan's resume of Professor Watkins' study of the breeding habits of prawns and his contribution to the progressive development of this lucrative industry—perhaps, as Mr. Dolan remarked, still in its infancy.

Mr. Dolan paid tribute to officers administering Government departments and I consider his remarks to be well placed.

I now refer to Mr. Ferry's remarks on the activities of the Potato Marketing Board and note an appreciation of the 1966 legislation to strengthen supplies to the local market. The honourable member's remarks concerning the prospects for near north markets for a certain type of flesh potato have been referred to Mr. Nalder.

The Minister for Agriculture has provided me with information in this regard which I would like to convey to the House. Mr. Ferry suggests that the increase in the local consumption of potatoes is largely attributable to a decrease in the supply of black market potatoes, and that this has resulted from legislation passed last year to tighten up the provisions of the Potato Marketing Act. This aspect has been discussed with the Western Australian Potato Marketing Board which endorses this conclusion.

Mr. Ferry also mentioned that the decisions of growers to terminate the operations of the Western Australian Onion Marketing Board does not reflect any such danger to the Western Australian Potato Marketing Board, which is on firmer ground. This view is endorsed. The main point stressed by Mr. Ferry relates to the potential export market in South-East Asia for the yellow-fleshed variety of potato, and suggests that the Potato Marketing Board should use all means possible to take advantage of this ready-made market in order that growers in this State can expand their industry.

The Department of Agriculture has already reported on and summarised the results of its experimental work with yellow-fleshed varieties which it commenced growing five years ago. Consignments of these yellow-fleshed potatoes from small experimental plantings have been forwarded to Singapore and Kuala Lumpur to assess the market reaction. Reports recently to hand from the Trade Commissioner in Singapore have confirmed that these varieties are suitable for South-East Asian markets. As a result of the success of these preliminary investigations it has now been recommended that the question of commercial testing of these markets be taken up with the Western Australian Potato Marketing Board.

Mr. McNeill spoke at some length upon the achievement of the Government, the beautification of water supply reservoirs as tourist attractions, and certain problems arising, or due to arise, out of the

domination of Parliament House by the building programme for observatory hill. The honourable member's references to the latter subject were, if I rightly recall, along town planning lines in the main.

Subsequent comment concerning veterinary services, I have referred to the appropriate Minister for his information. I have also referred the question of beef cattle and cattle research stations in the South-West Land Division.

I have already referred to the honourable member's comments concerning veterinary services when replying to the remarks made by Mr. Abbey.

In reply to the representations made by Mr. McNeill during his speech, the Minister for Agriculture (Mr. Nalder) comments that he would be aware of the work the Department of Agriculture has done in this field and recognises the substantial contribution made.

The department is steadily expanding its activities in research in regard to the extension and the economic aspects of the beef industry—which includes experimental work at the Wokulup, Bramley, and Esperance Research Stations, and also at Muresk College. In addition, investigations are being carried out in conjunction with farmers on small field trials. The Minister and his specialist officers are keen to expand this work. They are not certain, however, that the prime requirement is the establishment of a beef cattle research station.

With reference to the honourable member's quotation from the Minister's reply to the Pastoralists and Graziers Association, "that the matter of priorities is important in the overall programme"—that is, the department's programme—we are reminded that the department has purchased recently a property in the Manjimup area for a new and expanded research station in that district.

No promise could be given, nevertheless, for the establishment of a specific beef cattle station in the South-West Land Division in the immediate future.

The interest and support of the pastoralists and graziers in this proposition is fully appreciated. On the other hand, the requirements for the services of the department by the whole range of agricultural industries must be kept in perspective. In other words, departmental expansion for research and extension of research stations, requires to be worked out on the basis of priorities.

The Minister added that it was gratifying to note the honourable member's appreciation of what had been done for the beef industry so far, and the honourable member may be assured that this industry will not be overlooked in future planning.

Here I take the opportunity to recognise the remarks made by Mr. Wise when he commended the officers of the Department of Agriculture. I agree wholeheartedly with

the views he expressed in that regard. I now come to the remarks made by Mr. Clive Griffiths when he pursued his main line of objection to high-density housing development.

The Hon. F. R. H. Lavery: Hear, hear!

The Hon. A. F. GRIFFITH: I assure the honourable member I respect his views and concern for the welfare of his constituents. His remarks have been brought to the notice of the Minister for Housing and the Minister has commented that Mr. Griffiths has repeatedly referred to high-density housing. I would like to quote some of the remarks made by the Minister for Housing as follows:—

1. The commission's proposition is a well-balanced arrangement of single residences, duplex and row housing, small blocks of walk-up flats with provision for high-rise flat units if and when the demand arises.

2. The development of schemes of this nature will postpone for a long time the need for costly slum reclamation now harassing the housing authorities in Sydney and Melbourne, where 20-storey flat blocks have become an absolute necessity, however desirable.

3. The honourable member says that every newspaper he reads gives a different figure as to the public open space provided. Might I suggest that if it's accuracy he wants, he should inquire directly of the Housing Commission.

4. The honourable member distorts for his own purposes the picture relating to the number of people resident per acre. He quotes 15 to 16 persons per acre in the Perth metropolitan region. He quotes about 2,500 people being accommodated. I think the figure is 1,800. For the purpose of comparing the proposed Bentley project, he excludes open space—which he says is about 50 per cent.—and as a result, implies a density of about 84 persons per acre. The real figure is closer to 30.

The estimates of population density are based on total area, not any one part.

If the honourable member wants to go further, he could say that four persons occupying a 10 square house live at a population density of about 174 to the acre or to be more ridiculous, two people sharing a bedroom of one square, sleep at a density of 1,740 to the acre—a most uncomfortable situation.

The Hon. F. R. H. Lavery: It is very easy to ridicule.

The Hon. C. E. Griffiths: The Minister obviously did not read my speech.

The Hon. A. F. GRIFFITH: Not only did he read the speech made by the honour-

able member, but he also asked me to make the remarks I have in relation to that speech.

The Hon. E. C. House: It sounds like stocking.

The Hon. A. F. GRIFFITH: Much better than four or five to the acre! To continue—

Returning to a more serious note. It was stated that ultimately the area would house 1,800 people. Of course, this may never happen if, in the long term, the necessity for high-rise flats never eventuates. However, good planning requires consideration for such an eventuality.

5. It is regarded as quite unfair comment that no thought was given to work location and transport needs. The honourable member can rest assured that these and many other factors are considered in planning residential development.

Summarising, the honourable member has every right to his point of view, he has every right to express it; but might I suggest that he might attract more support to his cause if he stuck more closely to the facts and abandoned hysteria, histrionics and exaggeration.

The Hon. F. R. H. Lavery: It sounds to me like a defeated Minister.

The Hon. A. F. GRIFFITH: It does not sound like that at all; the honourable member just does not know that sound. My colleague, Mr. MacKinnon, touched on the Osborne Park Hospital—the subject raised by Mr. Robinson.

The honourable member's interest in the lighting of crosswalks was raised also by Mr. Dolan. I think, and Mr. Robinson's satisfaction at certain results from his representations is noted. Doubtless other crossings in which various members have displayed a particular interest will be attended to on a priority basis commensurate with their use and as available funds permit.

The Wembley Downs area is one of many which is progressing very rapidly, and I have no doubt that, as Mr. Robinson reflected, the matter of sewerage facilities in such areas should be well to the fore in the works programme. Available funds must affect fulfilment of demand for these projects.

I am glad that the honourable member touched on the private sector of home building activities in this State. Too often, I think, are we inclined to look to the State itself to solve all housing problems and to lay the blame at the feet of the Government. As the honourable member reflected, the major building organisations and, indeed, no less important, the small builders, are playing an ever increasingly important part in meeting our rapid expansion. This activity, as we all know, is not confined to the metro-

politan area and large country centres, but is evident and much to the fore in the northern mining centres. The private sector and the official instrumentality have their individual and vital part to play in their respective spheres, and I suggest that we, in this State, are indeed fortunate that there exists such close co-operation and understanding between both parties. It is certain that both parties have a job of work to do in this regard.

Mr. Heitman made a passing reference to the relationship between the State housing organisation and the private sector of the building industries. I feel his remarks support the views which I have expressed when making reference to some similar comment made by Mr. Robinson.

Mr. Heitman then went on to give some reasons for the late delivery of superphosphate to some farmers being caused by the late season this year. I note the honourable member was not completely satisfied with the situation regarding the delivery of super. However, I have referred the comments made to the Minister for Agriculture for his consideration. I shall be pleased to convey the Minister's comments to Mr. Heitman when that advice comes to hand.

I note the success attending the establishment of the community centre at Geraldton in the part of the hospital which was formerly the maternity section. From Mr. MacKinnon's comment, I think that if it is possible for further assistance to be given in this matter, it will be given to the extent finances permit.

Mr. Perry referred, I think in a manner of speaking, to a provocative speech on reforestation, a matter which was submitted by Mr. Willmott, when moving the motion for the adoption of the Address-in-Reply.

I have already made some passing reference to this, and, in view of Mr. Perry's remarks might add that I think Mr. Bovell, in his reply to my representations, advised that Mr. Willmott's proposals were being studied with interest and his submissions would receive consideration. I noted some hesitancy on the part of Mr. Perry in entirely agreeing with Mr. Willmott's views and I have also referred this comment to the Minister for Forests.

I have noted the honourable member's support for the views expressed by Mr. Abbey concerning veterinary services. These proposals by Mr. Abbey, as well as similar proposals made by Mr. Wise, were given consideration by the Minister for Agriculture; and Mr. Perry's comments have been forwarded likewise, as have also his comments regarding problems facing sheep breeders in Western Australia.

Mr. Perry raised the question of extending the power station at Collie in the interests of the district and on behalf of the miners. The honourable member raised the difficult question of coal versus

oil as a fuel for power generation; and Mr. Strickland's interest was in the generation of gas for this purpose. I would like to take the opportunity to make some remarks about that a little later on. A great deal of consideration and close examination has been given to this subject by all concerned in the making of decisions in the matter. As to whether Mr. Perry has raised something new, I am not in a position to say at the moment and have referred the appropriate extract from his speech to the Minister for Electricity (Mr. Nalder) for his consideration and suggested that Mr. Nalder may like to reply direct by letter to Mr. Perry.

I am sure all members are pleased to see Mr. Lavery amongst us again in the Chamber and trust he has returned to good health. Mr. Lavery gave us some interesting comment arising from his trip abroad and I am sure Mr. MacKinnon will give consideration to the health aspects raised by the honourable member.

In the brief period available to me since Mr. Lavery pressed for main road officers to inspect road works in Europe, I have not had the opportunity to inquire closely into this matter, though I am sure the Commissioner for Main Roads, (Mr. Aitken) and his assistant Chief Engineer (Mr. Kelleher) will be leaving towards the end of this month for overseas and their itinerary includes not only the United States and Canada but also extensive investigations throughout England, Scotland, and Sweden. I have no doubt that considerable thought was given to the points listed for their investigations.

Mr. Lavery interested us in the comments on a paper delivered by Mr. MacFarlane of the Australian National University and one delivered by Mr. Frank Purse, the Federal Secretary of the Building Workers' Industrial Union. I recall having some comment to make in passing, by way of interjection, and note that the honourable member was in agreement with Mr. Clive Griffiths, a matter to which I have already referred. I have also referred Mr. Lavery's comments to the Minister for Housing for his consideration.

I have noted the appreciative remarks made by Mr. Brand on his representations concerning several problems existing in the Lower North Province. The honourable member's appreciation is accepted with thanks.

Mr. Syd Thompson commenced his speech by referring to the successes that Mr. George Brand had had with the Ministry in getting some things done in his electorate; and I am glad to say that Mr. Brand has not got it all on his own so far as his electorate is concerned.

The honourable member made some interesting comment on the tourist expedition arranged with a view to surveying a route for a safari from Laverton through the Warburton Range to Ayers Rock and

Alice Springs. Mr. Bob Collard is well known as having traversed this area on several occasions and is very interested in gaining support and publicity for his plans for enticing tourists to undertake the safari. It is from such small beginnings, I would conjecture, that new avenues of adventure for tourists are established.

I do not think there is anything I should be able to add to the survey given by Mr. Brand of the problems and the good work being done by the spastic organisation. This work is of a nature that appeals to the generosity of the public and this is shown by the results achieved up to date.

Might I add that this result is achieved as a result of the great effort of the people attached to that worthy organisation.

The appeal made by Mr. House for an increase in the timber royalty has been referred to the Minister for Forests for his consideration, as also the honourable member's advocacy of the establishment of a forestry nursery in the Esperance area.

I do not know how popular the honourable member's suggestion regarding an increase in timber royalty will be with the sawmillers. The honourable member's concern regarding veterinary services and his interest in the establishment of an agricultural research station inside the 20-in. rainfall area has been taken up with the Minister concerned.

The Chief Secretary has been invited to comment on Mr. House's views as expressed in this Chamber concerning the Pardelup Prison Farm. I am sure the Minister for Agriculture will be interested in the survey of the wool position and associated farming problems which Mr. House gave to the members present and I shall be pleased to convey ministerial comment in this direction when it comes to hand. This matter was also mentioned by other members.

The honourable member's appraisal of the difficulties in housing school teachers was, I think, a usual contribution to the debate and the points which he has raised have been brought to the notice of the appropriate Minister.

The problem of providing housing sufficient to meet all requirements for conditional purchase blocks and to which Mr. House referred has been brought to the notice of Mr. Bovell (Minister for Lands).

Mr. Wise also dealt briefly with this matter. Mr. Bovell has made a comment which I think I should repeat to the House. He says—

I would like to say that in making available Crown land for agricultural development, the applicants are under the firm knowledge that the development requirements are their responsibility. There is no doubt about this. The demand for Crown land today is

such that there are many more applicants than can be satisfied, despite the fact that a consistent area of 1,000,000 acres a year has been released for the last eight or nine years.

In addition, of course, one of the conditions is that the successful applicant shall take up residence within two years. Therefore, it is quite clear that the obligation is on the successful applicant to provide a residence for himself and his family within that time. I would like to say that in the 8½ years during which I have been Minister for Lands, no increase in the price of conditional purchase land for agricultural development has been made. The prices which rule today are the same prices which ruled eight or nine years ago. Of course, this is done for a purpose; that is, to enable successful applicants to proceed with development and be able to provide suitable living quarters for themselves. Relatively speaking, the small charge for Crown land repayment is spread over a period of 25 years.

There was a picture in the paper and the Minister has given me details of the particular allocation of this land. When it was allocated—I will not bore the House with the details—in 1953, 1956, and 1961, the allocation was made in three different lots. The information given here by the Minister shows the extent of the improvements made. I would like members to know that the Minister has advised me that the lessee has been granted permission to sell three leases, provided the consideration does not exceed \$67,000 and the purchaser undertakes to complete fencing of boundaries on location so and so.

The lease was originally acquired from someone by transfer in 1959; and the lessee was allotted another lease in 1960 or 1961. Mr. Bovell continues—

If a conditional purchase lessee has a property to a value of \$67,500 admitted by the Lands Department, there is something wrong with his own administration if he cannot provide an adequate house for his own family on that property.

I understand that permission has been given for that man to sell the land for \$67,000.

The Hon. F. R. H. Lavery: The banks will not give him money for a house.

The Hon. A. F. GRIFFITH: It has not been possible, as I am sure members will appreciate, for me to study the speeches that were made tonight other than listen closely to them; and there are some matters upon which I think I should be able to make some comment, particularly in relation to the remarks made by Mr. Strickland in his desire to do something about oil search and gas in Western Australia.

Before I do that I would like to draw his attention to the fact that if he looks

at one of the iron ore agreements—they are all Acts of Parliament and the one I have here is the Hamersley iron ore agreement—he will see there is a section which provides for royalties. This section sets out the various rates that will be paid on ore of various types and character. The maximum rate is 7½ per cent. on the f.o.b. value which, as I tried to point out by way of interjection, deals with the deflation or inflation of the price.

If the price goes up the State gets the benefit of the increase, because the royalty is computed on a percentage basis. The clause sets out the type of ore; and in the case of direct shipping ore, the royalty will not only be 7½ per cent., but it also states—

Provided nevertheless that such royalty shall not be less than six shillings (6/-d) per ton (subject to subparagraph (vi) of this paragraph) in respect of ore the subject of any shipment or sale.

On fine ore, the percentage is 3½ per cent., provided that such royalty is not less than 3s. per ton. When the agreement gets down to fines, the royalty is 1s. 6d. per ton.

The Hon. H. C. Strickland: What quality must fines be?

The Hon. A. F. GRIFFITH: "Fines" is described in the agreement and is that portion of the ore which comes away in the manufacture of the direct shipping ore. A company would not get a payable contract to sell fines.

The Hon. H. C. Strickland: What quality?

The Hon. A. F. GRIFFITH: I cannot tell the honourable member as it varies.

The Hon. H. C. Strickland: All I argued was that B.H.P. pay the same flat rate for fines as for lump ore.

The Hon. A. F. GRIFFITH: I did not gather that.

The Hon. H. C. Strickland: That is what I said.

The Hon. A. F. GRIFFITH: Did the honourable member refer to B.H.P. in respect of Koolan Island?

The Hon. H. C. Strickland: Yes.

The Hon. A. F. GRIFFITH: That agreement expressly prohibited the export of ore outside Australia. It was for the use of the company inside Australia.

The Hon. H. C. Strickland: They pay the same rates.

The Hon. A. F. GRIFFITH: On the lump ore.

The Hon. H. C. Strickland: On fines.

The Hon. A. F. GRIFFITH: The company pays a flat rate. There is no differentiation. If the honourable member will look at the agreement he will see that the rate went up to 1s. 6d. per ton. Direct shipping ore is received by steel mills with a percentage of fines in it.

The fines are generated as a result of the shipping of the ore. It is the movement and the tumbling of the ore which, in the main, creates the fines. The iron ore company gets these fines provided the analysis of the ore stands up to the test. Samples are taken to make sure it is of the right standard.

Referring to agreements, the honourable member made reference to the fact that the Government did not seem to care very much about what happened to the ore. As I have pointed out, all these agreements which are being presented to Parliament are specifically framed in such a manner that the maximum royalty is paid on the shipping of the ore which, in the first instance, provides a flow of cash so that the company may generate funds. These funds provide for the processing of the ore and if the processing commitments are undertaken naturally the royalty goes down until the ultimate process of steel production.

We hope to have a second steel industry in Western Australia one day which will provide healthy competition for B.H.P. I think the honourable member admires that company if I remember rightly the speeches he has made in this House.

The Hon. H. C. Strickland: It employs 50,000 Australians.

The Hon. A. F. GRIFFITH: Mr. Strickland said that the Government should have a good look at the question of oil, and he was rather critical of the present situation. I would like the honourable member to know that whilst the figures he gave from the particular volume of the *Petroleum Gazette* are quite correct, and the amount of exploration being carried out throughout Australia is decreasing, exploration, however, in Western Australia is increasing. We have six drills operating in Western Australia at the present time and West Australian Petroleum are negotiating for an offshore drilling rig to be used off the shores of this State. Another company is also negotiating for a drilling rig to explore off the Western Australian coast.

Two wells were drilled at Gingin and both of them were extremely deep in oil drilling comparisons. Both wells went down to 13,500 to 15,000 feet. This is very deep, and the wells were very expensive.

The No. 2 well is regarded as dry. The No. 1 well has four zones of gas and the company has been testing two zones. Unfortunately, the pressure in the two principal zones has dropped from 5,400 lb. per square inch to 3,800 lb. per square inch. I am told that the permeability of this well is extremely difficult; permeability is the ability of the gas to seep through the bearing rocks to the point where it will flow freely into the well.

To test the lower zones of the well will be a very expensive operation and, in fact, a drill has to be moved over the top of the

well in order that this test can take place. Unfortunately, in order to test in the manner required there would have to be generated about 9,000 lb. per square inch of pressure, and this is a very dangerous operation indeed. It would be very dangerous indeed to go on with testing of this nature, and this would only be done if the company felt there was a very good purpose in doing it.

The wells at Dongara tell a different story altogether. There are good reserves at Dongara and discussions have been going on for some time in various directions to determine the demand for gas from this area. I would like Mr. Strickland to know this is not something the Government has neglected. The Government is very conscious of the great importance which the discovery of natural gas in commercial quantities could mean to Western Australia. It would be important not only from a simple domestic point of view, but from an industrial point of view also.

At the present time further seismic work is going on in the Dongara area, which will be followed up by further drilling. The expense involved in relation to risk in drilling a well for oil is high.

Last year, in certain parts of America and Canada, I saw exploration being carried out under what is termed "wild-cattling." That is the system adopted when a hole is put down in some area in the search for oil. This is still being done after many many years of searching with much better chance of finding oil than the chance we have in 440,000 square miles of sedimentary basins in Western Australia. So it is very necessary for the company to carry out seismic work to select the spot to put the drill down.

The Government is also very conscious of what might be referred to as the Geraldton complex. We have been very anxious to see Geraldton developed as a deep-water port, but members in this House know the difficulties attached to such development. There is a very healthy deposit of iron ore at a place called Mt. Gibson, and there is a large quantity of iron ore of much lower grade in the Blue Hills outside Koolanooka. I think that with some treatment the difficulties associated with this deposit could be overcome. Mr. Heitman knows of this deposit. The disability as far as Mt. Gibson is concerned—I will not go into the Blue Hills area because a great deal of work has been done there—is to get this type of ore into a ship and for it to be shipped economically.

Regarding the Koolanooka agreement—and I wholeheartedly agree with the remarks of Mr. Garrigan with respect to the worth of the Western Mining Corporation—the Koolanooka operation is a very wealthy one. However, it is a very difficult one. There is a limited quantity of ore and there is a problem in shipping it from Geraldton because the ships are

limited in size. Once the problem of water can be overcome—and iron ore treatment requires a lot of water—this will become a really important factor. Regarding the question of Dongara gas, I repeat that the Government has not gone to sleep in any manner or means. We are very conscious of what can be done but it has to be worked out on a proper economic basis in order that gas can be supplied to the community at an economical rate.

The Hon. H. C. Strickland: When can it be expected that an assessment might be made?

The Hon. A. F. GRIFFITH: I cannot answer that question, nor can I—for obvious reasons—convey to members what is going on. However, the company itself is trying to assess the maximum amount of usage which might come from the area in relation to the reserves which are there.

Reference has been made to Barrow Island. It is very refreshing to know that we have a commercial well which is actually producing our own oil. It is very important, although it represents only a small portion of Australia's requirements. From a personal point of view I agree with Mr. Strickland that it was perhaps a pity to see that shipment of oil go to Singapore. However, it must be understood that there are a number of reselling companies which are partners in the Wapet arrangement.

The tariff requirements of Australia provide that all the reselling companies shall each take their portion of the natural fuel produced in the country. This one shipment did go to Singapore, but fortunately the first shipment came to Kwinana. I would be very upset if, in fact, this shipment to Singapore made any real difference to our economic situation or if it affected our foreign exchange, or affected our employment, or did something to us which would cause us to suffer. In that case we would have more reason to be concerned. In the circumstances, it does not make a haporth of difference in the long run whether this small shipment is sent up there or not.

We are selling so many goods to our Asian neighbours and perhaps it is not a bad idea to let them have some of our oil for refining, in addition to some of the other commodities we sell to them. Those countries are always looking at the question of reciprocal trade, which is only natural. I do not think it makes very much difference—if any difference at all—to the economy of the country because that particular shipload went to Singapore.

Regarding the remarks made by Mr. Syd Thompson, I agree with him that Western Australia's dependence on primary industry is very important. I would also like to say that the balance of secondary industry which we are getting from mineral development is just as important. If we did not have these industries we might

have found ourselves in the same position as our sister country, New Zealand. That country, with its primary industries and nothing else, has little to fall back on when times are difficult.

From a personal point of view I am very pleased indeed to know that the State is going through this mineral boom. Indeed, the officers in my department tell me that even the goldrush days did not cause a busier time than we are having in the Mines Department at the present time.

I agree with the remarks made by Mr. Wise. He has said that beef production will be all-important.

I read an article somewhere which expressed the point of view that the difficulties the Australian producer was facing with regard to wool would, perhaps, turn him to the point where he would be producing more meat from fat lambs instead of concentrating on the production of wool. Of course, if we are going to require beef to the extent of the figures mentioned by Mr. Wise, there is no doubt we are going to require meat of other kinds.

I say again that one cannot help but agree with the questions Mr. Wise and other members mentioned regarding the veterinary services of the community. I have already said that this matter is well in hand.

Mr. President, I think I have just about come to the end of the remarks which I want to make. I trust I have been able to give members some satisfaction in respect of the queries which have been raised.

Question put and passed; the Address-in-Reply thus adopted.

Presentation to Governor

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [9.32 p.m.]: I move—

That the Address-in-Reply be presented to His Excellency the Governor by the President and such members as may desire to accompany him.

Question put and passed.

[Resolved: That motions be continued.]

BILLS (3): INTRODUCTION AND FIRST READING

1. Clean Air Act Amendment Bill.

2. Physiotherapists Act Amendment Bill.

Bill introduced, on motion by The Hon. G. C. MacKinnon (Minister for Health), and read a first time.

3. Justices Act Amendment Bill.

Bills introduced, on motions by The Hon. A. F. Griffith (Minister for Justice), and read a first time.

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