

basic information of the nature, usefulness, and limitations of the chemicals employed in aerial agriculture, their effects on plants and animals, and the conditions under which they should and should not be used. A certificate issued in any other State would be valid in Western Australia, as provided in clause 16.

Clause 8 allows a person whose application for a certificate or renewal has been refused, varied, suspended or cancelled by the director, to appeal to a stipendiary magistrate in the court of petty sessions.

Clause 9 provides for the Minister to declare any district a hazardous area, within which all aerial agriculture may be prohibited. The declaration may contain a restriction on certain classes of materials and a limitation on the times of their application. Districts likely to be proclaimed are those containing concentrations of highly-susceptible crops, such as vine-growing districts, and deciduous-fruit and vegetable-growing areas.

Clause 10 contains a provision for the lodging of security by the owner of any aerial spraying aircraft, against damage arising out of aerial spraying. The owners are required to lodge a security of not less than \$30,000 with the director, in order to protect persons who may suffer any material loss or damage as a result of the application of sprays by their aircraft.

Under clauses 12 and 13, pilots are required to maintain detailed records of all operations for a period of two years after the spraying is carried out. These records are to be made available to the director on demand. If damage to crops, trees, pastures, or other growth or animal life is reported to the director, clause 14 authorises the director, or his officer, to enter on the land and make an inspection to ascertain the extent of the damage and also to ascertain possible sources of spray drift. When a person alleges damage from aerial spraying or spray drift, he shall notify the director in writing within 14 days of observing the damage and before crops are harvested or picked, or before plants or animals affected are destroyed. An authorised officer will then make an inspection and submit a report, and, together with the owner's records, this may be used in any action for damages.

Clause 15 states that if a person fails to notify the director of the damage, court action can only be taken under special circumstances. Under Clause 19, the Governor may make regulations for the effectual carrying out of the provisions of the Act.

It is expected that with the putting into operation of the control measures contained in this Bill, and the requirements for the examination, and the issue, of certificates to pilots, there will be very few cases of damage caused by aerial spraying operations in the future.

I am sure this Bill will be particularly welcomed by people in those vine-growing,

fruit-growing, and vegetable-growing areas where they are aware of the tremendous damage that aerial spraying can do to crops. Also, with the greatly increased activity by aerial spraying operators of recent years, a Bill of this nature becomes even more essential. I understand Victoria has already introduced this uniform legislation, and the Commonwealth is about to do so in the present session. The other States, as agreed, will be introducing these measures shortly.

Debate adjourned, on motion by Mr. Jamieson.

House adjourned at 4.42 p.m.

Legislative Council

Tuesday, the 23rd August, 1966

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

QUESTIONS (2): ON NOTICE

BOATS

Fairway Buoyant Apparatus Mark II: Capacity

1. The Hon. J. DOLAN (for The Hon. R. Thompson) asked the Minister for Fisheries and Fauna:

In view of the incorrect answer given by the Minister in reply to my questions regarding life rafts on Thursday, the 4th August, 1966, would the Minister state the correct supporting capacities of the Rigid Fairway Buoyant Apparatus Mark II, and advise if this life raft is going to be acceptable as equipment on fishing boats whose crew members number between two and 12 persons?

The Hon. G. C. MacKINNON replied: It is not considered that an incorrect answer was given. The

Harbour and Light Department's interpretation of "supporting capacity" is supporting out of the water.

The supporting capacity of the Rigid Fairway Buoyant Apparatus Mark II acceptable to the Harbour and Light Department as a rigid life raft is two persons supported out of the water tested at 200 lb. per person. For a fishing boat manned by two persons, one Mark II life raft is necessary. For a crew exceeding two persons additional rafts for every two persons would be required.

SOUTH WEST HIGHWAY

Manjimup: Reforming, Widening, and Sealing

2. The Hon. V. J. FERRY asked the Minister for Mines:

- (1) In view of the poor condition of the South West Highway at the northern entrance to Manjimup, has the Main Roads Department programmed the reforming, widening, and resealing of the section from the timber arch to the railway level crossing?
- (2) If the reply to (1) is "Yes," when may the proposed works be attended to?

The Hon. A. F. GRIFFITH replied:

- (1) Yes. An amount of \$12,000 has been programmed to reconstruct, prime and seal (24 feet wide) the section of the South West Highway from the timber arch to the railway level crossing at Manjimup.
- (2) Reconstruction and priming are to be undertaken in January, 1967.

ADDRESS-IN-REPLY: TENTH DAY

Motion

Debate resumed, from the 17th August, on the following motion by The Hon. V. J. Ferry:—

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. F. J. S. WISE (North) (4.40 p.m.): I am very much indebted to the Minister for deferring his remarks to permit me to speak to this debate. The right to speak is very important to all of us.

The Minister's action reminds me very forcibly of a great French philosopher who wrote under the pseudonym of Voltaire and who said in 1750, "I disapprove of what you say, but I will defend to the death your right to say it."

The Minister can anticipate that some remarks of mine may not be flattering to the Government; indeed, they could be offensive. But in the shades of Voltaire he has given me the right to say them.

The Hon. A. F. Griffith: Having done so I will now wait and see.

The Hon. H. K. Watson: Strictly speaking you could have followed the Minister.

The Hon. F. J. S. WISE: I know that, but it is an age-old custom that the mover of the motion does not reply to the Address-in-Reply debate. Of course I do not wish to tempt Mr. Ferry in any way but he could, if he wished, reply after the Minister has spoken.

In making this my maiden speech from my new seat I think it is pertinent to observe that in 34 years of parliamentary life I have had only three sessions of Parliament away from the front bench. With that record which, I think, is passing strange, I do not propose at this stage to commence to be irresponsible. In making my maiden speech from my new seat I am very conscious of the fact that though maiden speeches are usually praised, they are very quickly forgotten. That may be so in this case.

I first wish to touch upon a subject that I, together with other members, notably Mr. Watson and Dr. Hislop, have raised time and again. In past sessions of Parliament we have raised the question of the inability of members of this Chamber to discuss financial matters. We have the opportunity to discuss finance on the two Supply Bills; we also have the opportunity to discuss anything else on those Bills. When the Appropriation Bill is introduced, we have the opportunity to discuss strictly financial matters together with affairs of State if we so wish. But what an inopportune time it is to think of that. Every member who stands up to speak on the Appropriation Bill is frowned upon by many, because if dawn is not breaking the close of Parliament is certainly very near, and the sooner the Appropriation Bill is passed the sooner will Parliament rise.

Although we are deprived from debating matters of a financial nature in this Chamber, I think it is unfair, in the light of growing circumstances and of our growing financial responsibility, for the Government to deprive this House of such an opportunity. When section 46 of the Constitution Acts Amendment Act was written, it did not in any way anticipate the situation that exists today. For example, at that time this House was elected on a property franchise, and it was the right thing for any Government to take steps to prevent

meddling in financial matters for which the Government, elected by popular franchise, was responsible. But now, I suggest the time has arrived when we should look at this matter very thoroughly, to bring it into conformity with the situation that exists today. For the information of members, section 46 is to be found on page 167 of the Standing Orders.

This year the Premier will introduce a \$200,000,000, or more, Budget. This is a big figure, for a big State; money which is to be expended in many and diverse ways. There will be no opportunity for those who are now elected on an adult franchise to discuss or debate the Estimates, concurrently with another House. I have, therefore, been at great pains to try to ensure that the stature of this House, while it lasts, shall be in true perspective in relation to the will of the people and the type of franchise now enjoyed.

I thought, perhaps, the proper way to achieve what I suggest would be for a motion to be moved by the Leader of this House to table a paper at the same time as the Budget and the Estimates were being considered in Committee in another House. But, with the kindly assistance of the Clerk, I think we have run to earth the right way to approach this problem. This would not only be of benefit to members and help them ventilate matters in relation to finance—and it is of great importance as it concerns all departments—but it would also help us to obtain a better economic understanding of the finances of the State and of their trend.

This week I was asked by a group of businessmen how the sinking fund of the State debt operated. I found that business people of standing in this community have no idea what provision is made for a public debt. It will be noticed that the Senate of the Commonwealth Parliament has the opportunity, concurrently with the Budget debate, to debate matters that are in the Budget. For example, on the 16th August this year—last week in fact—Senator Henty (Minister for Supply) moved the following motion in the Senate:—

I present the following papers:—

Civil works programme, 1966-67.
Commonwealth payments to or for the States, 1966-67.

Estimates of receipts and summary of estimated expenditure for year ended the 30th June, 1967.

Expenditure: Particulars of proposed expenditure for the service of the year ended the 30th June, 1967.

Government securities on issue, 30th June, 1966.

Income Tax statistics, national income and expenditure.

and moved—

That the Senate take note of the papers.

Senator Henty went on to say—

Tonight, the Treasurer (Mr. McMahon) is delivering in another place his Budget Speech for 1966-67. It is my privilege to outline to the Senate the Budget proposals of the Government. I want to refer first to the economic state of the nation and the outlook for the future.

From that point, the senator almost gave a Budget speech for the Senate. How important that is!

Are there not among us many members, some of long standing and some who have a knowledge of public finance, who have an anxiety to scrutinise the expenditure within their districts and within a department, but who are now almost deprived of scrutiny and discussion? I therefore put forward that suggestion as one of very great importance to the State and to the Parliament of Western Australia.

I now wish to deal briefly with a Press statement which referred to a likely amendment to the Public Works Act, forecasting an amendment, perhaps, to section 63. I can only guess at that point. I had my notes prepared prior to my reading that Press reference, and there are certain members present who know that to be true, because I mentioned it to them.

Part II, section 10 of the Public Works Act, unfortunately, refers to the taking of land by the Government; and that is exactly what many people think happens today. So, under the provisions of the Public Works Act, the Government takes the land. The section reads as follows:—

Whenever His Majesty, or the Governor, or the Government of the State, or any Minister of the Crown, or any local authority is authorised, by this or any other Act, to undertake, construct or provide any public work, any land required for the purposes of such work may be taken under the provisions of this Act.

Is not that how many people imagine this Statute operates?

The Hon. A. F. Griffith: It has a legal connotation.

The Hon. F. J. S. WISE: I used those words quite deliberately to show what a lot of people feel this Act, in its application, imposes upon them.

The Hon. H. K. Watson: As a matter of fact and fundamental law, the Act could stop there.

The Hon. F. J. S. WISE: Yes, that is true. In section 63 of the Public Works Act, under the heading, "Compensation: How Ascertained", paragraph (a) provides for the taking of the land and how to arrive at the compensation; and on page 51 of the Public Works Act one finds the following:—

Where the land is taken or resumed compulsorily—

(i) the respondent may include in the offer of compensation

such amount, not exceeding ten per centum of the amount of compensation determined under this section, as the respondent considers sufficient . . .

Ten per cent. in these days, no matter how it may have operated when there were few transactions, is not only hopelessly inadequate but is also entirely out of line with the needs of today, considering that the claims of hundreds, or may be thousands of people who feel they have been unjustly treated by the application of this Act, have to be dealt with.

If the Public Works Act is to be amended—and so far it is only a Press report that has stated it will be, or may be amended—something may well be included along the lines of an excerpt from section 51 of the Australian Constitution, which outlines the powers of Parliament. I refer to paragraph (xxxi) of section 51 of the Australian Constitution, which reads—

The acquisition of property on just terms from any State or person for any purpose in respect of which the Parliament has power to make laws.

That, as many members know, has been tested in litigation in many cases that came before the Commonwealth courts. How much better are the words "on just terms" than to limit it by a percentage in an Act such as this. I think it is true to say that hundreds, indeed maybe thousands of people in the community today have a personal grievance against the Government in connection with land resumptions.

The Hon. A. F. Griffith: Against the Government of the day.

The Hon. F. J. S. WISE: I will refer to that aspect in a moment. I think the case put forward by Mr. Ron Thompson and Mr. Lavery—and I think others—clearly showed how unjustly the Act now operates against the individual. Indeed, in addition to causing much disquiet, I think it is causing the public to adopt an attitude that the Ministers operating such laws are unconscionable people, and that the officers who operate under them are almost tyrants. Of course, neither statement is true. I look at the three benign gentlemen on the front bench here and note that although at times they are forceful in expression, they are not unconscionable in their actions.

This law permits of inadequate compensation being paid. Therefore it is an unjust law. The cases mentioned by the members to whom I have referred—and I understand others who spoke when I was not present—give ample evidence of a lot of disquiet. I would go further and say this: There is more than reason for disquiet when people's belongings and possessions are interfered with because of the enforcement of the laws relating to re-

sumption, including the town planning laws, and the Metropolitan Region Town Planning Scheme Act.

If a person had enough acumen or vision to see, as a district develops, that a certain corner would be a good site for a motel, hotel, or garage, he would buy it, knowing he would be entitled—I use that word quite deliberately—to an increment far beyond the normal values of the areas surrounding that site. Extreme prices have been realised because a site has been considered admirable for a hotel, a service station, or for some other purpose. The site has had a premium value; and my contention is that land which the Crown requires for a specific purpose should also have a premium value, for the reason that in many cases it is the only piece of land which admirably suits the needs of the Crown.

The Crown may require land for the extension of a school ground, or for a hospital, and that block of land is the one the Crown must have. People do not wish to be dislodged as they may be happy in their homes, but because of progress in developing a site, extending a State instrumentality, or providing for a public need, the land has to be resumed.

That need has no relationship to the value of the block over the road; none at all. It is because it is a special need; a matter of value. If this Act is to be altered it should be altered in such a way that the persons who bought land in anticipation of its use, and who had an opportunity to evaluate what it would be worth to them, should have their evaluation considered.

The potential of a block which a person bought for a specific purpose, and to hold as an investment for later years, surely gives the person some entitlement above the common value of the adjoining land.

The Hon. A. F. Griffith: I think that anybody who buys a block of land hopes that the values will increase—until he cannot pay the increased rates.

The Hon. F. J. S. WISE: Of course, increased rates are like a Government; they are always with us. Local governing bodies are always with us. Just imagine: In Peppermint Grove, which is 300 yards from where I live, the rates are 1/20th of what I pay! I have to help the Minister for Justice and the Minister for Health, and other visitors, to have facilities for sunning themselves on the beach at Cottesloe. In the town of Cottesloe we pay 15 times as much for rates as they do in the not so pleasant road board district of Peppermint Grove.

The Hon. A. F. Griffith: You will know what I mean when I speak of rising values.

The Hon. F. J. S. WISE: I would like to see Peppermint Grove absorbed into Cottesloe. I repeat: an Act should not remain unattended to if it is dealing out an injustice to very many people—as the

two Acts which I have mentioned are in their operation. Those Acts, whether by intent or not, are acting partially against the public interests.

To depart from that subject, I was very interested in the speech made by Mr. McNeill, when he reviewed the cattle industry of the Kimberleys. He asked what Mr. Strickland and myself had to offer as suggestions on certain aspects of husbandry in the industry.

With great respect, I say to the honourable member that perhaps it is unfortunate that he has not been in this Parliament longer because, through the years, he would have heard—if not enjoyed—debates on this subject which did not please Ministers in the front bench. He would have known of the introduction of a most obnoxious Bill. It was the most obnoxious Bill ever introduced into Parliament in my experience in public life; it was an amendment to the Land Act and passed in 1963. The honourable member would have known of the debates which are to be found in the 1962 and 1963 volumes of *Hansard*. I say with great respect, and I am not being critical, I would like him to read pages 2093, and 2730 onwards in volumes 2 and 3 of the 1963 *Hansard*.

This House was kept to an extremely late hour on more than one occasion debating this obnoxious Bill. I will not cast a reflection on the vote of this House, Mr. President; I cast my reflection on the obnoxious Bill introduced by a very inconsiderate Government. In my view, any good act that this Government may do administratively, or in Parliament, or out of Parliament, is completely effaced by that one action against the national interests of Australia.

Recently all members had the opportunity of seeing, from a great height—from three miles up in the air—some of the signs of erosion in the Kimberleys. They were also able to see some of the signs of regeneration of pastures—also from three miles up in the air. I would like to have the opportunity of being with those same members on the ground so that there would be nothing left to the imagination. That would create a very much more realistic impression. On the ground those members would see chasms and ravines capable of holding this Chamber within their width and height and length. Those chasms and ravines have developed within my lifetime—indeed, within the last 30 years—from a cattle pad as wide as the back of one of the seats in this Chamber. Those pads have grown into great caverns and gulches because the runoff of water has been allowed to follow those channels.

The area affected is not 100 acres; not 100 square miles; but from 1,500 to 2,000 square miles. It is as bare as the floor of this Chamber. A quarter of a century ago the same country had to be fire-

ploughed in the months of March and April to enable any sort of motor vehicle to get through the tall grass. That was my experience on many occasions. Now, instead of not being able to see more than a yard in front of one, as was the case in those days, one can see for 10 miles. One can see the bare earth which is due, in the main, to the rapacity of the lessees who should be holding this land in trust for the nation, and for the nation's heritage.

In my hearing, the Minister said to 20 members that the present lessees are not necessarily blameworthy for much of the damage, because it could have been done before they took over the leases. That is not only misleading, but it is also untrue.

Let me refer particularly to the two most eroded areas at the headwaters of the Ord; they are, the Turner Station and the Ord River Station. The land held by Vesteys, in various parts of their several million acre holdings, has been held by them and them alone for very many years.

The Turner Station was originally taken up by a man called Orsmond and a partner by the name of Panton. They held the lease from 1886 onwards, until after the executors of those gentlemen dealt with the lease, when it passed into the one ownership. Vesteys have held that area for many years. In the case of the Ord River Station, it was started in 1884. These are authentic figures and can be verified by the Ministers from Government files, if necessary. The early lessee of the Ord River Station was Mr. H. S. Orsmond and the Government records, from 1906 onwards, show that it was transferred to Copley and Patterson in 1910, and to S. Vestey in 1914.

Ord River Limited, which is wholly Vesteys, has held those composite leases since March 1921. Do honourable members think they have had anything to do with the erosion of that country? The firm of Vesteys, which I have criticised publicly and privately, has very much to account for because of what it has done to Australia; not for Australia.

Vesteys are, of course, the Northern Agency in the Territory; they are the Angliss Company of Perth; they are interested in prawns at Shark Bay; they are interested in a chain of stations from the edge of the Barkly Tableland to the Margaret River in Western Australia. They now own and have rebuilt their own meatworks at Darwin. I would say that if Vesteys had been really interested in the well-being of the pastoral industry in north Australia, they could have—and should have—spent four or five million pounds 30 years ago, when four or five million pounds would have done a lot in providing for better husbandry and better land use and care in that region. That firm could still afford thirty or forty million pounds. After all, its capital runs

into thousands of millions of pounds. It could, in spite of the cost of improvement materials, do something to remedy the great disservice it has done to this country.

I think that is what this country needs and what it deserves. Mention has been made, in passing, of absentee owners. Honourable members who are interested in this subject should look at page 2093 of the 1963 *Hansard*. There they will see listed the shareholders of this company, and where they live; from Argentina, to London, to Sydney. It is obviously not possible for the Lands Department to see whether the million-acre provision of the Land Act has been exceeded, because of the subdivision in the partnerships of the shareholders in the various leases.

I had the privilege and pleasure of taking Sir William Slim to one of the old stations in this country, in the Kimberleys. It had a punkah louvre system of swinging fans, operated by a piece of string attached to the big toe of a lubra sitting in the dark in the background. There was no electric light and one of the conveniences at the place was in a shed way down in a paddock: a hole in the ground with a bar across it. The Governor-General had something to say about this. That happened in my time as Administrator of the Northern Territory, so it is fairly recent.

Mr. Strickland gave some details of the housing accommodation on many of the stations when he spoke to the debate three years ago. Those people in the north have not contributed much to increase the number of cattle in the Kimberleys.

However, there is one large landholder I would like to mention—the Emmanuels. They are wealthy owners of a large property, and they have done a remarkable job in assisting, not just for themselves, in the regeneration of the country. They have also done excellent work in the way they have considered their native employees, in the schooling of them, and in the schooling of their other employees.

I will now quote some actual figures for the Kimberleys to show how modern husbandry is practised by the pastoralists in those parts where the iniquitous amendment to the Land Act permits them to hold leases until the year 2015, instead of their expiring in 1982. When that amending Bill was introduced the Government would not accept any amendments to it, which amendments would have insisted on an inspection being made before a lease was regranted. The Government turned that provision down. It gave to all and sundry renewals of the leases, no matter how the lessees had dealt with them.

In 1918—nearly 50 years ago—there were 674,000 head of cattle in the Kimberleys. That is the figure obtained from the statistician. In 1964, there were 582,000 head—92,000 fewer. In 1965, there were 549,000 head of cattle in the Kimberleys division.

The figure for this year is expected to be a little below 549,000 head. I checked those figures with the statistician yesterday. Yet the number of cattle in the Kimberleys, in 1918, was 674,000 head.

Droughts have been blamed for the reduction in the number of cattle, but there have not been droughts in all the intervening years. There have been dry years and wet years. Wyndham, which has rainfall records extending over 75 years, has a 27-inch average over that period. The Ord River station has rainfall records extending over 58 years, which is rather remarkable in that division of the Kimberleys. Over that period an average of 19 inches and 30 points of rain per annum is shown. Let us see where we can lay the blame for the diminution of cattle numbers in 1962; whether it be the droughts, or the dry years. In 1962, Wyndham had 23 inches and 63 points of rain, and in 1965 it had 26 inches and 29 points. Last year was a dry one.

At the Ord River, in 1960, the rainfall recorded was 27 inches and 58 points; eight inches above the average. In 1962, 24 inches and 22 points were recorded; five inches above the average. In 1965, the rainfall was down to 10 inches and 65 points; a periodical shortage of rainfall. But as you know Mr. President, and as all members who are farmers know, it is not the rainfall alone that matters. A light year can be a good year, and a heavy year—far above the average—may not be a good grass year. The balance, however, is very finely drawn in the semi-arid areas of the State. If the rain falls at the opportune time, even though it is five or six inches below the average, the season can still be a very good one; and therefore, in view of the Kimberley cattle population situation, as shown by the statistics, all this publicity about the much-vaunted increase in the cattle population of the Kimberleys needs a great deal of examination.

Let me proceed to examine these figures. In yesterday's issue of *The West Australian*, the following appeared:—

Poor Season at Meatworks

A total of 24,707 head of cattle had been processed when killing operations ended last Friday.

This was only 1,184 more than last season, which was the lowest for 11 years.

It is shocking to read that, in the year 1966, the Wyndham Meat Works has killed only 24,000 head of cattle, when the same meatworks, in 1937, killed 39,212 head.

The Hon. J. Heltman: There were no meatworks at Darwin, Katherine, or Broome in those days, were there?

The Hon. F. J. S. WISE: There were not. I will not represent half the case; the honourable member need not worry about that. In 1938, the Wyndham Meat Works

killed 38,000 head. The figures for three recent years are as follows:—

1963	34,647
1964	34,900
1966	24,707

In 1963, the Derby meatworks killed 7,000 head; the last year of Mr. Wynne's management. The Derby meatworks did not have any killings in 1964 or 1965, but it expects to kill 9,000 head this year. At Broome, in 1963, in the last year of the management of the works by the Farrell Bros., 13,000 head were killed. In 1964, 10,839 head were killed; in 1965, 23,978 were killed, and this year the works expect to kill 24,000 head. A little later I wish to draw attention to the impact of Katherine and Darwin on the Wyndham and Broome meatworks.

For the present, I will point to one of the reasons for the present decline in cattle numbers, and the unavoidable decline in their numbers in a few years' time. In 1963, at the three meatworks then operating, 13,895 cows were killed, and each of 11,200 of them carried a calf as foetus. In 1964, the Broome meatworks killed 2,721 cows, and 2,400 of them were in calf. In 1965, the same meatworks killed 6,167 cows, and 4,800 of them were in calf.

The constant figure is that 75-80 per cent. of the cows killed at the meatworks in the Kimberleys have been in calf. In 1963, I saw more than one young cow calving in the yards at the meatworks. Surely the slaughter of cows which are obviously breeders is an extremely serious matter! As I have said, some of these cows were very young with a good potential of being able to contribute much to the cattle industry. This slaughter is not only serious in itself, but also, from official figures, I can state it is expected that approximately 60,000 head of cows will die at the waterholes at the end of this year. Is that a matter of national moment?

Beef today is one of the most precious commodities in the world, and in the not far distant future it will be a luxury. So I repeat: this is a very serious matter of national importance. I have in my hand this evening two or three photographs which I would like members to inspect at their convenience. They were taken in November, 1965, around the waterholes of a very large property. Judged on today's values, there would be thousands of pounds worth of rotting carcasses around each individual waterhole.

I would like to hear that *The West Australian* had decided to send a representative—together with a TV unit—to the Kimberleys and to north Australia in November-December of this year. If it did people could read in its columns, and could witness on their TV screens the conditions in those parts and so decide for themselves whether there is any prospect that the Kimberleys will carry substantially

over 500,000 head of cattle in the near or distant future.

In the past *The West Australian* has always been "on the spot" in regard to matters of national importance. It has even been critical of the action of this Parliament concerning such matters. I would like to have the opportunity of telling its representatives from whom to seek advice and where to search for information. In fact, I will go with its representatives. They might hear an unfair view, but I can assure them that they will see things.

The age of cattle being killed at present is much under the age of cattle killed in other days, which is a good thing if the turn-off is higher. However, I can state that there were days when bullocks of 600-700 lb. were the rule. Today it is hard to get bullocks of 500 lb. There were years when all the cattle shipped out of Derby averaged 600-700 lb. on arrival at Robb Jetty. But not today! Of course, that is understandable, is it not? Because the freight was charged on each bullock, and a six-year-old bullock cost no more than a three-year-old steer or heifer.

However, the situation demands a full-scale inquiry, not by any tame person who knows the answers before he commences his investigation, but by somebody knowledgeable in the industry. I can think of one or two retired pastoralists who, in company with someone of a judicial frame of mind, would be well-equipped to inquire into this matter—the tragedy of all north Australia, the lack of potential in, and the decline of, the pastoral industry.

I ask members to picture in their minds an arc extending not more than 300 miles from the coast at any point, from Darwin south, and extending south-westwards and south of Halls Creek into Broome. One can readily picture that area, in which there are situated five meatworks—Darwin, Katherine, Wyndham, Derby, and Broome. Before the advent of the Katherine meatworks, and the reopening of the meatworks at Darwin, the Wyndham Meat Works drew approximately 10,000 head of cattle from over the border.

All the rest of the production of the Northern Territory from the centre went by train to Adelaide, and from the northern part was sent by droving to the Queensland meatworks, or to fattening paddocks.

In the days of droving it was not a difficult matter to keep within the confines of an area—the area from which a meatworks drew its cattle—and Derby was restricted to a few hundred miles. But with the advent of better roads—the much-vaunted beef roads—it is only a matter of hours to transport the cattle to the meatworks, whether the distances involved be 300 miles or 700 miles. What has that brought about? It has brought about fierce competition in this free enterprise community, where cattle trains can be

seen not very far south of Wyndham carting cattle to Broome, to Katherine, and to Wyndham itself, and criss-crossing the same roads. I do not know whether all the transport coming over the border and used for this purpose pays the road maintenance tax. It might be worth inquiring into this matter, and it might produce some finance for the Government.

With the road transport trains in operation, the Northern Territory operators have been provided with an opportunity, and they are taking full advantage of it. My point is this: The Government wholly owns the Wyndham Meat Works. The East Kimberley pastoral industry was kept alive by the Wyndham Meat Works which were established nearly 50 years ago. Those works kept the tucker-boxes of those engaged in the industry full, provided pastoralists with seasonal advances, and introduced herd bulls by the hundreds. In the days when Mr. McGhee was manager of the Wyndham Meat Works, crop trials were conducted, and a little property named Ascot, between Wyndham and Goose Hill, was used. I know about this, because I planted some of the crop that grew between Wyndham and Kununurra. So there is nothing new in the idea that better husbandry should be encouraged.

I fear the development will be this: The Wyndham Meat Works will soon be able to be served up as a non-profit undertaking for some greedy operator from elsewhere—an operator with no interest in the Kimberley pastoral industry as such—and thus bring about a wonderful opportunity for a takeover. What will happen to the pastoralists then? Will they receive the inflated prices which are ruling at the present time? I think the activities of the Darwin, Katherine, and Broome meatworks will sound the death knell of the Wyndham Meat Works. To some extent it will apply to the Darwin meatworks, because they are owned by Vesteys.

Let me refer to the figures which apply to the different meatworks. In 1963 the Wyndham Meat Works killed 34,647 head of cattle. In this year neither Darwin, Katherine, nor Derby were operating. In 1964 the meatworks at Wyndham, Darwin, Katherine, and Broome were operating. During this year the Broome meatworks killed 10,839 head of cattle, and the following year the number was stepped up to 23,978. These are the most modern meatworks of them all. Most members of Parliament were able to see the Broome meatworks when they toured the north-west recently, and it was a pity that they did not see the works in operation. These works are a wonderful example of what can be done, hygienically and effectively, in the slaughter of cattle. The figures bear this out. There has been an increase of 15,000 head in the kill of the Northern Territory in a period of two years, and an increase of 14,000 head in the case of the Broome meatworks in the same period of two years.

How can five meatworks, operating within the arc I mentioned, be expected to survive, being capitalised to the extent that they are? I fear that unless something is done by the Government to keep these interests together, not only will the public money in Wyndham be sacrificed, but so, in the ultimate, will many of the pastoralists in the region.

I have before me the prices that are paid by all of those meatworks, and the prices are very comparable except in the case of Darwin, where Vesteys kill a big proportion of their own cattle. This interest has only to deflate its own profit a little to attract cattle from Katherine, and this is a simple matter of arithmetic.

I am fearful—as is Mr. Strickland, apparently, in view of the question of which he gave notice; and we have not seen or spoken to each other today, so there can be no collusion between us—that the Wyndham Meat Works will face a takeover, with the excuse that it is an uneconomic enterprise for Government finance. The sooner the Government takes action to get these interests together in order to rationalise, in the face of fierce competition from private enterprise, the better will it be for the industry.

I know of one station in the Kimberleys which was induced, for some reason, to send a very big booking to the Broome meatworks, after it had booked them at Wyndham Meat Works. That is not good. The meatworks at Wyndham base their kill, their profits, and their undertakings for the year on the anticipated bookings, and finished up with 24,000 head. Another point is this: The Wyndham Meat Works are vital to the Ord River irrigation scheme. They are vital as an adjunct to the whole of the anticipated operations of the Ord.

I have before me a report which was made following an investigation in many semi-arid countries of the world, with a climate similar to that of the Northern Territory and the Kimberleys, into what was being done in relation to pastures and stock. At King Ranch in Texas, and Oontersderpoort, outside of Johannesburg, in South Africa, the country has natural pastures similar to those of the Kimberleys. In South Africa, 1,000 stock inspectors and 46 veterinarians are employed, because of the high incidence of disease in cattle and stock brought about by the nature of the fauna in that country. This costs the Government many millions a year, but it finds it profitable to engage them.

In that country, through the activities of the famous Bonsma of Pretoria, a breed somewhat comparable to the Santa-Geztruda breed has been evolved; but instead of using Shorthorns they used Herefords, and crossed them with the African cattle which are very much like the Brahmin type. This breed has three-quarters to seven-eighths Shorthorn blood,

and not one-quarter to one-eighth Brahmin as in the Santa-Gertruda. I have seen this type of cattle of two years of age, raised on pastures similar to those found in the Kimberleys, under proper husbandry, weighing 700 lb.

Can we expect that in our north, when we have mickey bulls predominating; and when in one muster one finds the old bulls, the mickey bulls, the cows, the calves, and the bullocks of the last two or three years? Is there a responsibility resting on the lessees of the properties in such cases? I know of one property, not 200 miles from Wyndham, which this year paid stockmen £10 a head to muster old bullocks in difficult country, and they got some beauties reminiscent of the Longhorns of America—real old gentlemen! There are some stations in the north where 4,000 to 5,000 bulls have been shot in one year, because the bulls killed at least the same number of cows in the year.

There are some in this Chamber who have heard from me before on these matters, but I make no apology for repeating them. I shall stress, restress, and, indeed, overstress if necessary, to get someone to listen, before it is too late, to details about the seriousness of land use and land abuse, and the seriousness of the circumstances of the pastoral industry in the north of Australia. To any members who are interested in this subject—I am sure there are many—I would like to place in their hands some of my own contributions to this subject. The greatest disservice and ill-deed of all was the Bill of 1963, and what it will assist in perpetuating. I think I have spoken long enough, although there are one or two other minor subjects I intended to deal with. I thank members for their patience.

THE HON. G. C. MACKINNON (Lower West—Minister for Health) [5.43 p.m.]: During this debate a number of members touched on certain aspects of health and fisheries, and in the main they did so in a very kindly manner. For this I am very grateful. I would like to make one or two brief comments which they might find to be helpful.

Mr. Willesee mentioned a matter which had gained some publicity at that particular time, with regard to birds and the licensing of them. The particular regulation to which he referred, requiring the issue of licenses to keep some breeds of birds, specifies the standard for caged birds. It was introduced largely at the request of the Royal Agricultural Society and controls the activities of aviculturists. It came into effect in July, 1958. With the staff available then and now, it has not been possible to inspect all households; but it is intended to give greater publicity by way of advertisements in the Press. Complete enforcement of the regulations would be quite impossible. The aviculturists themselves were the ones who were

perturbed at the possibility of importation, and it was to a large extent at their request that the present license fee was introduced, and some endeavour made to control this particular problem. In order to allow people to keep some birds, no license fee is required unless 10 or more birds are kept.

Mr. Jones mentioned the Avro Hospital. He would be interested to know that a contract has been let for \$9,142 for work to be done in this hospital. I think its requirements are probably a little more than Mr. Jones imagines; and I rather think the number of inspections made was due to the fact that the Medical Department, the Public Health Department, and probably the contractors who were interested in tendering, all had occasion to inspect the premises.

I would also like to point out that it is not necessarily always dangerous to use household appliances with ordinary two-pin plugs. Several proprietary lines, with only two-pin plugs, are available on the market. I will not use the names, but I do know them quite well.

Mr. Dolan mentioned the desirability of direct Federal Government support for spastic welfare organisations and other similar bodies. I, personally, would deplore the day that direct assistance was given by the Federal Government. The State has a duty in these matters which it must face. I do not believe that all money given by the Federal Government should have strings attached to it, and I would not like the Federal Government to attach strings to all the money it gives for particular purposes.

This is a legitimate State responsibility, which we undertake, and many of these organisations which require voluntary help and assistance from the State Treasury, do actually receive it. The St. John Ambulance Association, mentioned by Mr. Perry, is one of the organisations which comes into this category. An excellent job is done by people acting in a voluntary capacity to raise money and give service. In a country such as ours or, indeed, in any country, this is a desirable aspect of life and I would deplore the day the Federal Government took over the complete financing of these organisations. A place exists for the voluntary workers who must have an outlet for their energies. Those who are retired and have the time look for this sort of work and therefore it has a very definite place in the community.

Mr. Robinson asked questions in connection with the Osborne Park Hospital and I think that much of what he mentioned was answered, to some extent, by Dr. Hislop. Today hospitals cannot be established in each area because of problems of staffing and doctors, and their specialities, and so forth. Osborne Park, at present, has a large number of child

patients, and currently the accommodation at Princess Margaret Hospital is being expanded to look after the needs of Osborne Park and other areas. This accommodation should not be duplicated at Osborne Park, although children's beds are available at that hospital.

At the moment the hospital at Osborne Park contains 42 general beds and 16 maternity beds, and it is being extended to provide an additional 24 maternity and 12 general, and tenders are being called for this work. Ultimately this will be a multi-storied hospital. However, certain cases will still have to be transferred from Osborne Park to the King Edward Memorial Hospital for Women, or they will go direct to the King Edward for special attention. Some people will always go straight to the Royal Perth, St. John's, St. Anne's, or the Sir Charles Gairdner hospitals. This will always be the case. We cannot have all the beds required by any particular shire or suburb in that particular shire or suburb, and I think Mr. Robinson knows this. It is a matter of plain ordinary logic as all members would realise.

Mr. Stubbs will be interested to learn that through the infant health clinics of this State, and by virtue of a considerable amount of work done by the Commissioner of Public Health (Dr. Davidson), this State has taken part in more actual education with regard to the dangers of burns, than has any other State. We have been helped, to some extent, by our climate because it is not as cold here as it is in some other States. However, not only because of our climate, but also because of the work done by infant health clinics, our figures with regard to child burnings are fortunately not as high as in other States.

I must again congratulate Mr. Stubbs on the very thorough nature of the work he does when he investigates a problem. I know he definitely had not seen the Four Corners programme which provoked a lot of talk on this matter. Obviously, in the time at his disposal after that programme, he would not have had an opportunity to prepare all the material he gathered for his speech.

Mr. Stubbs has promised to let me have a look at the copies of the English Acts which he went to the trouble to obtain. This is a problem which we all find interesting because the welfare of children is very near and dear to all of us.

I would like to thank Mrs. Hutchison for the very complimentary remarks she made with regard to the mental health services of this State. A considerable amount has been spent on this work and whilst there is a good deal still to be done, very real progress is being made.

The two new wards at the Claremont Hospital will be opened and occupied very soon, and this will relieve the situation

there and give us the opportunity to vacate an entire ward so that proper repairs and renovations can be undertaken. We do know that a hospital which has been standing as long as Claremont has cannot be made ideal by modern standards, but by dint of careful planning the wards have been made very pleasant indeed.

The Hon. R. F. Hutchison: It is better to erect new places rather than to alter old ones.

The Hon. G. C. MacKINNON: This is not always so. We examine the situation very carefully and it is often not better to build entirely new premises. When it is, of course, and we have the money, we do so; but by the very nature of the old ward at Claremont, it does lend itself to repairs and renovations. The ward at Claremont was of the old open type and this lends itself to alteration, because no internal walls have to be knocked down. It has been possible to erect low walls in between to give some privacy.

The Hon. R. F. Hutchison: I saw the same thing done in the Eastern States, but such wards are not comparable with new ones.

The Hon. G. C. MacKINNON: This is a matter of opinion. Mrs. Hutchison says they are not comparable. We must always have differences of opinion as to what constitutes the best accommodation for people suffering from this type of illness. There is room for controversy because as a result of this sort of argument we make progress. I have seen a great number of these hospitals now and all sorts of viewpoints are expressed. I have seen some which are better than those which we have, and some which are worse.

The day hospital at Shenton Park, and the new training centre at Bassendean are equivalent to anything in the world. But we cannot suddenly have everything brought up to world standards overnight.

Mr. House's comments with regard to medical care in the country were very interesting and I congratulate him on the research he accomplished with regard to this. I know he created some interest and, of course, his comments with regard to multiple practices in country areas, and some small degree of centralisation, would solve a tremendous number of problems, not the least of which were those touched on by Dr. Hislop. If we could establish these multiple practices in the country towns, we could even, perhaps, arrange some system whereby the doctors could find the time necessary to undertake some post-graduate courses of study, either in a specialty or in general practice, which would enable them to keep up with modern trends.

It might be interesting for members to know that more than 85 per cent.—I think that is the percentage—of the drugs in

use today have been developed in the last 10 years. I am relying on my memory in this matter, but I think that is roughly the figure.

The Hon. R. Thompson: Would you repeat that figure please?

The Hon. G. C. MacKINNON: I noticed that Dr. Hislop nodded, so I will take a risk and say it again. I think in excess of 80 per cent. of the drugs in use today have been developed and placed on the market over the last 10 years. This being so—and I think it is so—members will realise the need for doctors to keep in touch, and also how difficult it becomes for them to keep in touch with modern trends and development.

The Hon. J. G. Hislop: Can we expect you to help with finance in post-graduate medicine?

The Hon. G. C. MacKINNON: I want notice of that question, please.

The Hon. R. Thompson: It is a very interesting subject, though.

The Hon. G. C. MacKINNON: I think Dr. Hislop is as aware as I am of the fact that certain moves are taking place, particularly in general practice, to accomplish something towards this end. I was mentioning that the suggestion of Mr. House would, if carried out, be the solution to the comments made by Dr. Hislop; and it would enable a doctor to get away from his practice far more easily if he were in a multiple practice than if he were the only doctor in a town.

This would not be possible in all cases, but it is interesting that so many members are concerning themselves with these very real human problems and difficulties which must be faced in a growing State. These problems are brought about by increased standards in education and increased demand for the very real assurance that these services bring.

The Hon. F. R. H. Lavery: And increased population.

The Hon. G. C. MacKINNON: Yes. It is only by mutual study, and the fact that we all consider and think about these problems, that ideas are suggested and we can then make some very real progress.

Mr. John Thomson and Mr. Clive Griffiths mentioned hospitals, fishing, and various other matters and I thank them for their complimentary references to the departments concerned. Mr. Griffiths mentioned the Exmouth Hospital, and on the weekend I had occasion to inspect this. The sisters from the A.I.M., who kindly took over the running of the hospital for a while, told me that it has worked out very well indeed. As a matter of fact I saw the second baby who was born there, as it happened to be still in the hospital. Shortly the third is expected.

The Hon. R. Thompson: They have a labour ward there, have they?

The Hon. G. C. MacKINNON: I think we should bar advertising like that. This hospital is functioning very well. Colonel Murdoch—who does such a tremendous amount for that town, and who recognises that he receives a great deal of help and support there in the interests of Exmouth—told me the hospital has given a great deal of reassurance to the people. Currently some 300 outpatients attend each week, and this kind of service gives people a tremendous amount of reassurance—quite apart from the comments made by Mr. Clive Griffiths.

I think I have covered, in very general terms, all the various points which were raised by honourable members. I repeat: I thank them again for the kindly way they dealt with these various subjects and I thank them also for the very real interest they have shown in these matters. This sort of investigation and study is always welcome. If I can ever help any members in their various studies, I will be only too happy to do so. I support the motion.

Sitting suspended from 6.1 to 7.30 p.m.

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [7.30 p.m.]: Mr. President, as is usual by established custom, I rise as Leader of the Government in this Chamber in support of the motion moved by Mr. Perry on opening day. It is usual also for the Minister responsible for the presentation of Government business here, prior to speaking on the Address-in-Reply motion, to take cognisance of points raised by the other speakers. It is good to see so many members taking the opportunity of associating themselves with the formal expressions of loyalty to her Majesty the Queen, intrinsic in the motion moved to express appreciation to His Excellency the Governor for addressing all members of Parliament assembled on the occasion of the opening of Parliament last month.

This is the eighth consecutive occasion on which it has been my privilege to speak in support of the motion from this particular position in the chamber; and it is a pleasure for me to express my appreciation to Mr. Perry on behalf of members for his speech, which covered topics of general interest, on the first day of sitting of the second session of the Twenty-fifth Parliament.

During the intervening period, we have listened to and noted speeches covering a wide variety of subjects, and I desire to thank all members for their contributions to the debate. A little later on I shall try to answer some of the queries raised by honourable members to the extent that the limited time available for inquiry has permitted.

I feel that honourable members will appreciate that a great deal of preparatory work has gone into getting this information together in order that I can

reply, as I am now doing. I am grateful for the co-operation extended by various Government departments to myself and my staff which has enabled the information sought by members to be now given.

Before concluding my introductory remarks, Mr. President, I desire to refer with regret to the passing of three former members of the Legislative Council. I refer to the late Sir Frank Gibson, The Hon. Hubert Parker, and The Hon. Leslie Craig. Representing as they did a diversity of interests, each rendered outstanding service to the community, not only through the public positions which they occupied, both in peace and war, but also throughout their private lives. Sir Frank was a member of Parliament over a period of 15 years, first as the elected member representing Fremantle, later representing the Metropolitan-Suburban Province in this Chamber, and then still later the Suburban Province. He was Mayor of Fremantle for 28 years, and knighted after 25 years' mayoral service. He held positions in many charitable and civic organisations and rendered valuable service in assisting ex-servicemen. Sir Frank Gibson was a colleague of mine when I was a member for the Suburban Province.

Hubert Parker was also a colleague of mine in the Suburban Province, and Leader of the Government in this Chamber from 1947 to 1950. As a former Attorney-General and Minister for Mines, and while holding several other important portfolios, he carried out very capably his responsibilities as a Minister of the Crown in successive Governments.

Leslie Craig was a leader in many fields and gave particularly effective service in the interests of pastoralists and graziers. He was a former member of the Government Land Purchase Board and served in local government at Dardanup over a period of 22 years.

It is often said that hard work never killed anyone, and perhaps this is borne out in the lives of the three gentlemen who worked so diligently in the interests of the common good, yet survived over a lifetime well in excess of their allotted "three score years and ten" to leave behind many who had cause to feel their passing with deep regret. I am sure, Mr. President, that all members join me in an expression of sympathy to their bereaved ones.

The addresses to which we have listened had one thing in common: I have noted the unanimous expressions by members of their appreciation of the Government's decision to provide conducted tours of inspection of the development which is taking place in the north-west and the Kimberleys. Unfortunately, because of my absence abroad at the time, there was no opportunity for me to be personally associated with the trip, and this I re-

gret. Members will recall that the initial proposals that members of Parliament generally be given the opportunity to see what is being done up there emanated from this Chamber last session, and I was indeed very pleased to see the trip eventuate.

From all accounts the itinerary and the arrangements which were made for the comfort of members and the attendance provided by those responsible for these arrangements were first class. I believe a very considerable amount of organisation was entailed and I shall be glad to bring to the notice of the Minister for the North-West the sincere appreciation which has been expressed in this Chamber of the efforts of the Minister and the officers responsible.

Never in the history of mining in this State has there been such a widespread and extensive interest in the search for so many types of minerals. Encouraged by the success at Barrow Island, companies exploring for oil are increasing their activities, and in the past two or three years they have been joined by several other overseas companies. The Government has encouraged and assisted in every way possible this exciting and rewarding effort on the part of the mining companies, and already the results are becoming evident in the great developments in the north-west.

It has also resulted last year in the amount received by way of royalties on minerals rising to \$478,296. There will be a further big increase this year and I am confident that this trend will continue for a long time.

Reference was made in the Governor's Speech to the search for copper in Western Australia. As members know, copper is a mineral of the utmost importance to every country, and particularly to one such as ours which is not only developing rapidly industrially but which also is steadily expanding its agricultural industry.

Copper industrially is used particularly for electrical purposes, in the fabrication of brass and bronze, and as a non-corrosive material for piping, etc. Agriculturally, it is needed in this State as a trace element to supply a deficiency in our farming soils.

Western Australia has always produced some copper, but has not, to date, been fortunate enough to locate the large economic deposits such as, for instance, have been found in Queensland. Because of its importance, every encouragement has been given to companies and individuals to search for them. A number of experienced and well equipped companies are now engaged prospecting for new deposits and are employing the most modern and costly methods such as geophysical, seismic, and geochemical.

In the Kimberleys, Warburton, and Phillips River areas, particularly, the re-

sults of such operations, to date, have indicated areas which now warrant concentrated attention, such as drilling, and shaft sinking, and this is proceeding. All those parts of the State likely to contain copper are under very thorough examination, and such should soon prove whether the large deposits we would like to possess do exist.

In regard to local agricultural consumption, the copper required by local superphosphate companies is obtained in the form of copper phosphate from Eastern States and overseas suppliers, and by purchase from the local producers of oxidised, or shallow mined ore.

In 1964-65, the imports of copper sulphate from the Eastern States was 2,509 tons, valued at \$706,246 and, from overseas, 1,780 tons, valued at \$380,856, a total of \$1,087,102. The copper ore produced and used locally was 2,210 tons valued at \$126,431.

One local company at Ravensthorpe produces sulphide ore but exports it all overseas in the form of a concentrate. The ore contains gold and silver and, of course, this is a valuable by-product, which could be lost if used for fertiliser purposes. The Government, at the present time, is inquiring into the possibility of increasing local supplies by the establishment of some type of roasting plant which could treat sulphide ores occurring below the oxidised ores now being supplied locally to the superphosphate companies.

This is very much a matter of economics, as the copper mines concerned comprise comparatively small deposits, widely separated and isolated, containing ore-bodies of varying grades and quantities.

Should new large copper deposits be discovered as a result of the exploration now proceeding throughout the State, the matter would, of course, solve itself, as undoubtedly treatment plants would follow development. But, meanwhile, as mentioned, the economics in regard to the existing mines are being carefully examined.

Mr. Garrigan spoke on nickel ore production, and posed the question to me regarding prospectors who may find up to 100 or 1,000 tons of nickel ore in a new area. He asked what the State Government would do to provide a plant to treat this ore.

I have not been able to get any reliable figures on the value of nickel concentrate, but I am advised that, in order to construct a crushing and flotation treatment plant for the treatment of nickel ore to put through 150,000 tons of ore per annum, it would cost in the order of \$1,000,000. It has been estimated that a smaller plant could be calculated at \$8 to \$9 per annum ton, which would mean that for the treatment of 200 tons of ore per day, it would cost \$500,000 to build and get into operation.

Both these figures are purely for flotation treatment plants to produce concentrate. I have not gone into the question of the cost of a nickel smelter, which, I am sure, would be very considerable and would depend entirely on the economics of the amount of ore available and, of course, a lot of other things. May I add that as a result of the nickel find at Kambalda, there is quite an excited interest in the search for nickel in this State, and both companies and prospectors are taking every advantage of the situation.

From a rough check I have made, I have listed over 100 different items which have been touched on by members; some briefly, being more in the nature of constituency concerns, and some, at greater length, representing, I suggest, major items of general concern to the whole community. Among the latter were several dealing with health matters, including a particularly interesting and appreciative discourse given by Mr. Clive Griffiths, when reviewing the activities of the Medical Department, historically and in current operation. At this point I desire to express my appreciation for the assistance given me by the Minister for Health in dealing with the several matters coming within the province of his portfolio. This has eased my task considerably.

Other matters of common interest are those referring to land resumption, compensation procedures, to land alienation, to animal husbandry, cattle losses in the Kimberleys, and agricultural pursuits. Matters affecting the control of traffic and transport were highlighted, and road works in general were well covered.

Of general concern also, were several matters raised concerning the degree of protection afforded the community by the Police Force, and proposals relating to educational matters. There was an appeal by Mr. Heenan that we do not let up in our efforts to convince ultimately the Commonwealth Government of the necessity to pursue, without distraction, with the International Monetary Fund the necessity, as far as the Australian goldmining industry is concerned, at least, for an increase in the price of gold.

While I am on this subject, I should like to remark that since gold was first found in the State, and until recent years, the mining industry has concerned itself predominantly with the search for gold. The static price of gold and rising costs have, however, brought the gold mines to a serious economic state. This was stated by Mr. Heenan, and I am in complete agreement.

The parliamentary all-party committee made recommendations that the Government make further representations to the Commonwealth in connection with the price of gold, or some further assistance to the industry. This has been done and it is hoped that assistance to this important

industry will be given to enable it to continue to produce the gold which is so necessary to our economy.

The Government will not be distracted in its endeavour to obtain as much Commonwealth aid as possible for the industry. The happy event of the recent find of nickel at Kambalda has given mining companies and prospectors the incentive to make a thorough examination of the eastern goldfields for copper, silver, lead, zinc, nickel, and chromium. In the Kimberleys, also, and throughout the Pilbara, Ashburton, Gascoyne, and Phillips River goldfields areas, experienced companies are actively exploring for different minerals, including those mentioned above, and in addition to phosphates.

Reverting to gold, I have, since assuming the responsibilities of the Mines portfolio, made it my business to work actively in association with the companies through the Chamber of Mines, the annual meetings of which I attend. Mr. Heenan and other members representing the goldmining industry throughout the eastern goldfields and northwards may be assured that the department is behind the industry in its endeavours to maintain its economy.

The Government has taken cognisance of recommendations submitted by the Parliamentary all-party committee and several important recommendations have been adopted. I am naturally disappointed that the Federal Treasurer declined to accept Western Australia's proposition in relation to the appointment of an economist to prepare a case for the increase in the price of gold to be presented to the International Monetary Fund. However, I understand the refusal was based upon the consideration that the Commonwealth has people able to prepare such a case, and I think it would be unfair to presume that the Federal Government's refusal to place this matter specifically in the hands of one particular economist was an indication of disinterest in the upward movement of the price of gold, particularly in view of the Prime Minister's address in 1964 to the International Monetary Fund in Tokyo, when he attended that meeting as Treasurer of Australia. I am now speaking of The Rt. Hon. Harold Holt, who was Federal Treasurer at the time.

I emphasise that the Government will make further representations to the Commonwealth, on behalf of the industry, when appropriate opportunity presents itself, and in association with the Chamber of Mines.

Turning now to the cattle industry, the problems of the Kimberley cattle industry have been widely discussed. From the notes which have been prepared for me by the Minister for Agriculture, I am in a position to say that the present exploitative system of land use has been developed against a background of unstable markets and uncertain climate, isolation, and

limited land tenure. Today there are excellent market outlets at high prices. Beef roads have been developed which permit pastoralists to get cattle to market at an earlier age, and there is increased knowledge of pasture management and pasture species. To change the present system, however, there is need for substantial capital expenditure, particularly in terms of fencing and water points, to permit controlled grazing, controlled mating, and culling.

I am pleased to advise members that it is planned to establish a beef research station in the West Kimberleys to demonstrate and investigate improved management techniques, including an examination of economic aspects of these techniques. Demonstration of the economic and practical feasibility of these improved management techniques will greatly assist, it is hoped, in persuading pastoralists to change from their established methods.

I think some comparisons were made with Queensland. We should, I think, take care when making comparisons between States. The Brigalow area of Queensland receives more than 20 inches of rainfall, and the majority of it lies between the 20 and 30-inch rainfall isohyet. It extends from latitude 20 degrees south to 28 degrees south, approximately, a distance of some 750 miles.

This information is contained in the notes provided and may interest some members. It extends as far as 300 miles inland in the southern part of the region but never more than 150 miles from the coast in northern areas. The soils are clays and are reasonably fertile with fair to high natural nitrogen levels, and while some of the soils need phosphorus fertiliser, much of the area is adequately supplied.

The area of the Kimberleys which receives more than 20 inches of summer rainfall all lies north of latitude 18 degrees south, and the area which receives more than 30 inches of rain is in the north-west of the region. It is limited in extent, has a rugged terrain and, until recently, was relatively inaccessible. In the light of recent findings, much of the area receiving more than 30 inches could be suitable for development of tropical legumes, particularly since it has become accessible by the construction of a beef road through the Leopold Range.

Trial work with legumes has already been undertaken and will be extended in the coming year. The soils of the Kimberleys are, however, not as fertile as the Brigalow, and fertilisers, particularly phosphorus, will be important.

Turning now to the administration of the Department of Agriculture, referred to during the debate, I am in a position to let members know that there has been a continuing expansion of research and advisory services to the agricultural and pastoral communities provided by the Depart-

ment of Agriculture in the post-war period. The rate of expansion has been limited by the availability of trained staff but, as an increasing number of graduate personnel have become available in recent years, this rate has been stepped up.

As at the 1st July, 1960, there were 119 professional and 154 technical officers on the permanent staff of the Department of Agriculture. At the same date in 1966, there were 185 professional and 253 technical officers on the permanent staff. The Government will continue to increase the agricultural services and will be assisted by the recent decision by the Commonwealth Government to make available an additional \$145,000 during the 1966-67 financial year.

We all know the Government has many responsibilities and there is always competition for available funds and, therefore, there is a limit to the rate at which services can be expanded. The rapid expansion in agriculture has been made possible by the increasing technical knowledge obtained by scientific workers in Western Australia, and this expansion must strain the resources of the department. Fortunately, neither the problems nor the farmer numbers multiply at the same rate as the cleared area. Total numbers of farmers have, for instance, only increased from 19,836 to 22,856 between 1946 and the present time.

The activities of the Department of Agriculture are extensive and diverse. The department is actively interested in the success of the Ord and several members touched on this project. As regards cotton on the Ord, the figures which have been provided for me indicate that farm seed cotton yields in 1964 averaged 1,300 lb. per acre. In 1965 the average was 2,000 lb. The figure this year is going to be appreciably higher again, and several of the experienced farmers who have profited from experience over three years in the area will have yields above 2,700 lb. per acre.

With the advances to be expected from research, and the production of new varieties specially suited to the area, we can confidently expect that future yields will be at a level which will enable profitable sales on the world market.

In regard to grain, sorghum and wheat are two crops likely to be grown as alternative cash crops in future years, but it is natural that farmers should concentrate on cotton while the Commonwealth subsidy makes returns so much higher for this crop.

In the long term, integration between the agricultural settlement and the beef cattle industry is going to be vastly important and one of the major factors in the development of the Kimberley region. We must not expect this to take place immediately and dramatically. It will come about gradually as those stations favourably placed near the irrigation areas develop to the point of using supplementary feeds and,

in turn, supply a store stock market for the breeder stations in more remote locations.

While speaking on matters concerning the north, I shall divert from agriculture to make some comment arising out of references made by Mr. Strickland concerning road access to Onslow. I have taken up this matter with my colleague, the Minister for Works, and am advised that one of the most important factors in the Government's plan to seal the North-West Coastal Highway has been the realignment of the existing road away from country which periodically floods during cyclonic rains and causes extended closure of the road. A long section of the existing road, which comes within this category, extends from the vicinity of Winning Pool Station to Peedamulla Station, east of Onslow, a length of about 130 miles. It is planned that the total length of this section will be rerouted to an alignment traversing country less susceptible to flooding, and where there are better soil conditions for road making.

At this stage, the Commissioner of Main Roads is unable to make a recommendation that the access road into Onslow be sealed as part of the scheme. However, the department intends to make a thorough investigation of a new access road to connect Onslow with the new highway, with a view to establishing it on a good alignment over country less susceptible to flooding, so that the access road will be reasonably "all weather." The new access road will be constructed as part of the overall scheme.

The prime objective of the Government's plan to seal the highway is to connect Carnarvon and Port Hedland with a bitumen road at the earliest possible date, consistent with the availability of funds. When this has been completed, a review of the situation can be made to ascertain the justification for sealing the new access road into Onslow.

Mr. Strickland was quite correct in his reference to the new Black Rocks Jetty. It was proposed as a deep-water jetty as far back as the time of the McLarty Government, and also pressed for by Mr. Strickland, as a local member, and later as Minister for the North-West.

When funds became available, the local people agitated strongly for experts to be engaged to find a location closer to Derby and thus avoid the road distance to Black Rocks. We agreed. Maunsells did the job and reported: Firstly, in opposition to Black Rocks as a prospective site; secondly, that there was no practicable site nearer Derby's existing jetty; and thirdly, the deep-water port should be at Broome. In the face of this, we could not proceed with Black Rocks. However, Derby now has a new and modern jetty. It needs ships to sit on the sea bed when the tide is out.

Mr. Wayne's recommendations have yet to be studied. The Minister for the North-

West has undertaken to bear in mind the comments made by Mr. Strickland in this regard.

Mr. George Brand inquired as to the extent of Commonwealth interest in the damming of the Gascoyne. It is thought that it is possible to build such a dam, but this is not the only problem. It also has to be proved that the soil is suitable for irrigation; the soil types have to be isolated; and the marketing of produce from such an irrigation area has also to be investigated and assessed in the light of the total capital cost of the irrigation project.

Last year, this particular subject was before the House in the form of a motion and, at that time, the estimated cost of the dam itself, without the ancillary expenses, I think was said to be something of the order of £5,000,000 or \$10,000,000.

An officer of the Public Works Department will be discussing this subject with members of the Department of National Development in Canberra within a few weeks. However, although it is thought that construction of such a dam is possible, there is still a great deal of exploratory work to be done before any action can be taken on this project, even were the finance to become available.

The question of flood relief at Carnarvon was also raised. Where emergencies arise from flood, fire, or drought, they are dealt with by Cabinet according to the exigencies of the situation. Financial assistance was given, as members would be aware, to plantations damaged at Carnarvon following floods and cyclones in 1951, 1953, 1960, and again in 1961. Since then the Government has supported a contributory scheme for compensation under the Banana Industry Compensation Trust Fund Act of 1961.

In pastoral areas, assistance in the form of freight concessions on stock and fodders have been made for drought relief on a number of occasions. For assistance of this sort, it is necessary for a district to establish a case for emergency treatment. In the matter of flood damage to fences on pastoral leases, however, it seems unlikely that such damage to fences would occur during the period of a pastoral industry emergency for the reason that the floods, or the heavy rains causing them, would bring about good feed conditions.

During the course of the debate, Mr. Baxter drew attention to the assistance which had been given to people who had suffered as a result of storms, cyclones, fires, and floods. He strongly expressed his opinion that the Government had been inconsistent in its treatment of those concerned.

It should be made clear at the outset that, in dealing with damage done by natural disasters, the Government has adopted a policy of providing immediate

relief of personal distress where the magnitude of the damage is such as to warrant a state of emergency being declared for the area concerned. For obvious reasons, neither the Commonwealth nor the State Government is able to provide grants to meet the cost of damage done to insurable private assets. In comparing the extent of assistance provided to various areas, this needs to be borne in mind.

In the case of the towns of Carnarvon and Onslow, State assistance was given for the relief of personal distress by providing in both cases amounts for sustenance, clothing, bedding, and personal effects. Additionally, at Carnarvon, some compensation was paid to growers because they could not obtain insurance cover and did not have the financial capacity to meet the loss of income involved. This situation will not recur as the growers have agreed to contribute to a compulsory compensation fund. At Dwellingup and Karridale, the funds provided by the State were confined to payments for the relief of personal distress and the supply of fodder for starving stock.

In addition to the assistance given by the Commonwealth and the State Governments for natural disasters in this State, the Lord Mayor's Fund, which is supported by public appeals, has provided help in a number of cases.

Another instance of State payments as a result of fire damage was raised during the debate. This was at Katanning. These payments, however, were of a somewhat different character from those I have previously mentioned. In this case, the fire originated on property under the control of the State, and the Government, therefore, had some responsibility in making good the damage.

I should mention that all applications for assistance, as a result of natural disasters, are thoroughly investigated, and all payments made from State funds are in accordance with the policy adopted.

The investigation of the storm damage in the Grass Valley-Quellingup area revealed that, although damage had resulted, it was mainly to fixed assets, the major item being fencing. Therefore the farmers affected could not qualify for grants under the existing policy as the Government cannot act as a free insurer. However, arrangements were made for the R. & I. Bank to advance funds if required. This was done to ensure that, in all cases, funds would be available for the replacements needed. To date, there have been no requests for this assistance.

I trust these brief explanations will make it clear that the Government is concerned with the well being of members of the community who suffer as a result of widespread disasters, and that it has not acted inconsistently in providing help in the past.

In dealing further with agricultural matters, I have some comment which will interest Mr. Dolan, who expressed concern regarding the administration of the artificial breeding legislation.

The regulations to come into effect, when the Artificial Breeding of Stock Act of 1965 becomes operative, have been drawn up and have been designed to cover every aspect of the control of disease in connection with the operation of artificial insemination centres and the use of semen from species maintained therein. The regulations cover the licensing of artificial breeding premises, veterinary supervision, security measures at artificial insemination centres and on premises where semen is stored prior to use, and the licensing and supervision of inseminators. It is considered that the regulations cover the matter adequately and will ensure the complete absence of disease hazards in artificial insemination of livestock in this State.

Mr. Willmott dealt in his able manner with the problems of the impact of the margarine industry on the dairying industry. In supporting the retention of the existing margarine quotas, the honourable member put forward many points in favour. While the figures presented to the House are substantially correct, he erred in a reference to the Western Australian Act, when he said, and I quote, "The whole Act has not been rigidly enforced because the quotas have been exceeded by 600 tons." In response to inquiries which I have made, I am advised that the total allocation to the two licensees in Western Australia is 600 tons, and the companies have been meticulous in complying with the terms of their licenses. The total consumption of table margarine in Western Australia in 1964 was 1,670 tons; and that is 1,070 tons above the amount made locally. This quantity was made up of imports from New South Wales and, as far as can be ascertained, produced by the Marrickville Margarine Company. Importation of this margarine cannot be controlled by the Western Australian legislation.

The company has for years manufactured in excess of the quota laid down by the New South Wales Act and has exported much, if not all, of the surplus to other States. It was prosecuted early this year and was found guilty of a breach of the Act. The imposition of a penalty was deferred as notice was given of intention to appeal to the High Court of Australia. This court unanimously rejected the appeal. The company then lodged an application for leave to appeal to the Privy Council and, in the last few weeks, this application was refused. The next step is for the New South Wales Court of Petty Sessions to impose a penalty.

I believe the spokesman for the company has made several public statements indicating it would continue its operations,

and its advertising campaign against the principle of legislative restrictions is being offset by an active counter advertising campaign being conducted by the Australian Dairy Industry Council and other dairy organisations.

We are aware that there has been no uniformity of action by the States in altering their quotas. Victoria has not altered its original allocation of 1,196 tons. New South Wales increased its quantity from 1,248 tons to 2,500 tons in January, 1952, and to 9,000 tons in October 1955. Queensland has made more frequent adjustments from 468 to 645 in 1941, to 1,600 in January, 1952, to 4,340 in August, 1952, to 6,860 in 1963, and down again to 4,236 in 1964. It has remained at that figure.

South Australia increased the permissible amount from 312 to 468 tons in 1953, and to 526 tons in 1956. Tasmania made one adjustment only to 312 from 208 tons in 1956. In this State one adjustment also was made from 364 to 800 tons in 1953. Of this, however, 600 tons only have been allocated.

It is worthy of note that no provision was made in the legislation for the maintenance of capita consumption with rising population. The intention was that margarine manufacture be not allowed to expand. Despite this, however, per capita consumption has increased throughout Australia.

It may be misleading to refer to the cost to the Australian consumer of the \$27,000,000 subsidy to the dairying industry, without taking into account the many reasons for it, and without taking into account the value of the protection given to the local producers of oil seeds by the tariff.

I am advised that Mr. Willmott is correct in stressing that it is wrong to think of the dairying industry in its slow development to a more complete usage of all milk solids as no longer based economically on butter. It is true that there has been a gradual increase in the manufacture of other milk products accompanied by a gradual decline in the percentage of the total milk which is made into butter. However, there has been no decrease in the total quantity of butter made and, therefore, of its value to the Australian dairy farmer. On the contrary, since 1940, there has been an increase of 4.1 per cent. in the total amount of butter produced. The output of milk for all purposes increased by 28 per cent. in the same time.

It is also important, I believe, to consider relative values of the dairying and margarine industries to Australia. The value of the dairying output in 1962-63 was \$417,000,000, while that for margarine was no more than \$34,800,000. Again, the investment in dairy produce factories was \$68,800,000 compared with \$7,200,000 in margarine factories. In addition, there are thousands of dairy farmers and they alone numbered 97,900 according to the latest

release of census figures—together with transport workers and other allied service organisations which contribute to the economy. In comparison, all margarine factories employ only 1,400 people.

Exports of dairy produce earn Australia \$117,000,000, as Mr. Willmott has stated, while the value of margarine exported was only \$52,000. Dairying, therefore, contributes substantially to achieving a balance in overseas trade.

I shall turn my attention now to matters relating to roads, transport, traffic control, and vehicle licensing, many aspects of which were raised during the debate. So that my remarks may not develop into inordinate length, I shall endeavour to refrain, wherever possible, from reiterating remarks made by members who have already spoken. The information, then, which I am able to give to the House, may be accepted as given freely for the benefit of all concerned, and individual members, no doubt, will note themselves when I touch on points they have personally raised.

Some criticism of the Main Roads Department in relation to work done on the Perth-Albany road was made. The first deals with accidents which could possibly be attributed to the use of laterite gravel aggregates for sealing sections of the road. There are many hundreds of miles of road throughout the southern portion of the State which have been sealed with laterite aggregate. These have been in use for more than 10 years and generally have given good results. Some types of gravel, particularly in the smaller sizes, are prone to some degree of slipperiness in wet conditions.

The Hon. E. C. House: The section on Albany Highway is particularly slippery. I came up today and it was almost like ice.

The Hon. A. F. GRIFFITH: My best advice to the honourable member is to drive carefully.

The Hon. E. C. House: Thank you.

The Hon. A. F. GRIFFITH: Fairly recently the Main Roads Department carried out testing of various types of aggregate, including laterite, to ascertain those sections most prone to slipperiness under wet conditions. These tests will continue on the Perth-Albany road and if any sections are located which are considered hazardous, some remedial action will be taken, and the remarks of the honourable member will be borne in mind.

The next point concerns the location of the fairly new Arthur River Bridge. Many factors had to be considered in the selection of the bridge site. These included the suitability of the site for a bridge, including the length of bridge required, alignment of the approach roads, and the effect of any resumption on property owners. In the old alignment of the road, there were several bridge struc-

tures and unsatisfactory road alignments. At the selected site it was possible to combine these bridges into one structure and the alignment adopted conformed to modern-day standards.

A further criticism was levelled at the department for carrying out works under winter conditions. The work in question was commenced during the summer period and it was hoped that it would be completed before the onset of the winter rains. Unfortunately, this was not achieved and the work extended into July. The work is to recommence shortly to prepare the road surface for priming so that it can be sealed during the coming summer. Work in this area during the winter period presents a problem to the department. Although it is desirable that work on important roads be not carried out during the heaviest rains, it is not always possible to achieve this as there is so much reconstruction work required on many roads which are affected by wet conditions.

I now turn to the matter dealt with by Mr. Lavery, concerning grade separation on the railways. The policy for rail/road separations in the metropolitan region is based on the recommendation of the Railway Crossing Protection Committee, which comprises representatives of the Main Roads Department, Town Planning Department, W.A.G.R., and the Police Department. This committee also recommends the standard of level crossing protection to be provided.

The Hon. F. R. H. Lavery: I did query why local government was not represented on that committee. The line goes through so many districts.

The Hon. A. F. GRIFFITH: Which local governing body would the honourable member like on it?

The Hon. F. R. H. Lavery: All of those affected by the railway.

The Hon. A. F. GRIFFITH: That would be a formidable task. Grade separations are provided at the time of construction if a "warrant"—based on such factors as train density and speed, number of tracks, road traffic density and speed—exists indicating the need for grade separation. This is based on world-wide research of the subject, but the "warrants" established have been adapted to suit local conditions and are high by average standards. The grade separations provided at Kalamunda Road, Welshpool Road, and Rockingham Road at Kwinana are examples of this.

In the case of Albany Highway, the grade separation will be built on a substantial road deviation to suit the provisions of the metropolitan region plan. Because of the extent and complication of the work involved, it will take several years to complete and, in the interim, boom gate protection will be provided on the existing alignment.

In the course of the study by the Railway Crossing Protection Committee, consideration was given to crossings in which increases in road traffic would justify the provision of grade separations in the future. Accordingly, provision was made in planning for the construction of grade separations in these cases when the crossing achieved the "warrant" required. Examples of this are Maida Vale, Nicholson Road, Forrest Road, and the Cockburn (Naval Base) road at Robb Jetty.

The "warrant" used by the committee to establish the standard of grade separation is based on predicted rail and road traffic densities 15 years hence, so adequate provision is made in advance for increases in traffic.

Whilst it is appreciated that grade separation is the ideal solution to the road/rail crossing problem, the question of available finance remains the major consideration limiting the number of these facilities that can be provided, and, in consequence, priority, based on the committee's recommendations, must be strictly adhered to.

In regard to the matter of farm damage by standard gauge railway contractors, it should be stated, first of all, that the Railways Department, as a matter of policy, does everything possible to avoid imposing any disabilities on adjoining landholders when performing construction work near their properties. When borrow is taken, every endeavour is made to meet the farmer by removing it from places acceptable to him, but this is not always possible owing to the standard of the borrow in these areas, at times, failing to meet requirements.

It would appear that Mr. Baxter has been misinformed in regard to the inability to obtain redress for the failure of contractors to fulfil their obligations. Messrs. Maunsell & Partners have advised that retention money has been withheld from Thiess Bros. pending the finalisation of work on borrow pits, etc.

The consultants have given their assurance that all borrow pits will be cleaned up and tidied as soon as possible, although it may not be possible to perform this work immediately, owing to ground conditions. If the contractor fails to do the work as scheduled, the department will arrange for it to be performed at his expense.

It is appreciated that there has been delay in settling some complaints and the consultants have advised that, with one exception, landholders' complaints involving the contractor, including those in connection with fencing damage, have now been satisfactorily dealt with. Where fencing replacement has been effected, invariably the new fence is of a far better standard than the original fence provided by the farmer.

To facilitate action being taken in regard to complaints, it is suggested that landholders submit them as soon as possible to the contractor, and, in each case,

send a copy of the correspondence direct to Maunsell & Partners. It is understood that some landholders have lodged complaints with the contractor and neither the department nor the consultants have been informed. In consequence, it is not possible to take action to have the repairs expedited by the contractor.

The question of satisfying the landholder is given careful attention by both the department and the consultants, and all outstanding complaints are constantly brought under the notice of contractors in an endeavour to have them satisfactorily resolved without undue delay.

During the course of one of the debates, members spoke on several aspects of road control and road safety. In response to inquiries made, the Minister for Police has stated that a reference to the use of median strips being overdone is contrary to modern traffic engineering principles. Separation of the opposing streams of traffic by a physical barrier has many advantages. It assists to eliminate head-on collisions and channels traffic for smoother flow. Median strips also provide added safety for pedestrians crossing busy traffic streams. Their installation is carried out only after careful study.

I would like to say here that I am sure this is not a problem which we have in Western Australia alone. During the period that I was overseas I saw many very busy cities where vehicular transport generally was a great problem. It was very interesting indeed to see the ends to which the authorities would go to divide traffic to prevent it coming into head-on collision when travelling in opposite directions. I am sure that we, in this State, have learned these things from other parts of the world.

Problem drivers, particularly the slow driver, seem always to be with us. The average driver recognises, I think, that an even, steady flow of traffic is desirable and much safer than traffic travelling at variable speeds, either very slowly or very fast. Constant speed is not easy to achieve, however, because of the variety of drivers and variety of vehicles. To a degree, on multi-lane highways which do permit lane separation, different speeds are practicable, but they are virtually impossible to achieve on narrower roads. We have introduced a minimum speed of 35 m.p.h. on the Kwinana Freeway, but this is a special road that lends itself to this type of treatment.

As to parking on highways, this is a matter kept under close observation. Bans do apply on certain highways, but to impose them during trading hours unnecessarily must be avoided for as long as possible.

There seems to be some misapprehension as to the rules of multi-lane highways. A driver is required to keep as close as practicable to the left boundary,

only on a carriageway that has single lines of traffic in both directions. This is required under traffic regulation 501. Where there are two or more lanes of traffic in one direction, constant lane changing is not necessary, and passing on the left is permitted. Motorists should regard lanes as individual roads and not change to the left or right without ensuring it is safe to do so.

Manual signs, it is agreed, are given in many ways, not always correctly. All of us have had experience of this sort of thing. Mechanical signalling devices are acceptable in lieu of manual signals and most vehicles are fitted with these devices. They are quite positive and less subject to misinterpretation than improperly given hand signals.

The case mentioned of a speedster being sent to a lecture is not unusual. When the margin above the permitted speed is not high, it is often desirable to send the offender to a lecture rather than prosecute. There is no question of radar devices being a failure. They have their use in traffic law enforcement as have other devices such as the recently-acquired amphotometers.

The give-way-to-the-right rule comes in for a lot of criticism, not all of which is well-informed. This rule is Australia-wide and is necessary to give some priority at intersections. Unfortunately, many people will not observe the rule. This is why 50 per cent of our accidents are taking place at intersections. When entering a highway the rule should be observed by both parties. If traffic entering from the right kept to the centre lane, and traffic on the highway kept to the left lane, the movement could be carried out quite safely and with the minimum of interference.

I have some comment to make with regard to the new and, to my mind, effective, sodium lighting at pedestrian crossings. The six pedestrian crossings in Stirling Highway were provided with sodium lighting on an experimental basis. I think Mr. Wise mentioned something about this. The consensus of expert and public opinion on the effectiveness and advantages of the sodium lighting is most favourable, but assessment of the effect on the adjacent street lighting pattern is still being studied. When the matter is resolved, it is hoped to draw up a programme of progressive installation of sodium lighting, or other improved types, at pedestrian crossings. This will depend to a degree on availability of supplies. The trial lights have a definite appeal on observations so far and if retained for pedestrian crossing lighting, could well be of great benefit to motorists and pedestrians alike.

I refer now to representations made in respect of license fees on a gross weight basis, and the incidence of vehicle regula-

tions as affecting farm vehicles and transport vehicles in remote areas. The reference to increased fees and lower gross vehicle weights applies to all vehicle owners, not only farmers. To overload a vehicle grossly above its designed capacity or power, body strength, and braking ability is an unsafe and dangerous practice. The tolerance permitted above the designed capacity is already very liberal and in the interests of safety cannot be extended.

The increase in vehicle license fees was necessary if we are to keep pace with required road development. We cannot have roads without money and we all heard a great deal of comment regarding this matter recently during another debate in the House. I think we are agreed that all road users must be prepared to face the fact that road moneys must be found, and they must be prepared to bear a fair share of the burden.

A reference to permitting some existing oversize vehicles to operate until worn out probably applies, I am told, to an instance where one operator has one or two vehicles up to 9 ft. 6 in. wide; that is, 18 inches above the permissible width. Apart from the width, it is known that the vehicles are in poor condition and have no brakes fitted to the trailer portion. Liberal concessions on the dimensions of vehicles in the north have been granted but the Minister for Police and Traffic feels, I believe, that some people are never satisfied.

Many prosecutions are made against offenders parking on bus stands. With so many bus stands throughout the metropolitan area, policing is a difficult matter, but every effort is being made to keep them clear of unauthorised vehicles. Bus drivers are at liberty to report these vehicles, and often do so, and follow-up action is taken.

It was claimed during the debate that there were too many traffic lights. I have thought that also, but it is considered by traffic experts that these facilities are necessary to control traffic at busy intersections.

The Hon. F. R. H. Lavery: That is what you said from this side of the House when the William Street traffic lights were installed.

The Hon. A. F. GRIFFITH: What has that to do with the situation?

The Hon. F. R. H. Lavery: The traffic lights are still there.

The Hon. A. F. GRIFFITH: The honourable member is only giving weight to the statement I have made.

The Hon. F. R. H. Lavery: Surprisingly, I supported you at that time.

The Hon. A. F. GRIFFITH: If the honourable member continues to support me he will not go far wrong. Considering

the volume of traffic that flows through traffic light-controlled intersections, accidents are very few and are basically because of human deficiencies, not because of any fault in the control system.

For the information of members, I would say that all traffic lights in this State are actuated by traffic detector pads, many with advance detector pads which, when traffic is light, will change the signals by the time the vehicle reaches the stop line. Little delay or holdup takes place. The Eastern States' lights referred to all of which are switched to amber after certain hours, work on a time phase and not on vehicle actuation. Time-controlled lights are suitable only where traffic flow is constant in all directions. Any delay at vehicle-actuated lights is minute, and safe control is effective all the time, whereas an all-amber phase does not give positive control.

On the question of "Stop" versus "Give Way" signs, experience has shown that, generally, "Stop" signs reduce accidents far more than "Give Way" signs. At limited-view intersections the only way to prevent accidents is to bring vehicles to a complete stop. "Give Way" signs do not achieve this purpose.

The Hon. A. R. Jones: If they did that, the erection of "Stop" signs would be wise but some of them do not.

The Hon. A. F. GRIFFITH: This is an entirely different matter. The "Stop" sign is already there. I admit that one sometimes may not see the sign, but the fact remains that it is there, and it has been put there after a study of the traffic at that intersection. It is then up to the motorists to obey the sign.

The Hon. R. Thompson: Have you any idea how long one must actually remain stationary at a "Stop" sign before one can proceed?

The Hon. A. F. GRIFFITH: The honourable member is merely trying to put me to a personal test. Does he know how long one should remain stationary?

The Hon. R. Thompson: No, I do not.

The Hon. C. E. Griffiths: Until it is safe to proceed.

The Hon. A. F. GRIFFITH: That is about the truth of it. Until one is reasonably sure that it is safe for one to proceed.

The Hon. A. R. Jones: On hundreds of occasions it is not necessary to stop at all.

The Hon. A. F. GRIFFITH: It is necessary to stop if there is a "Stop" sign at the intersection. A great deal of study is given to the correct sign treatment of problem intersections, and I am sure our engineers act only on sound reasoning.

In the matter of the police performing clerical duties instead of proper police

work, to which passing reference has been made, I am advised that the Police Department already employs 57 male civilians in various capacities as well as 144 female clerks and typists. Every effort is being made to free police of unnecessary clerical work but, if a policeman is to be properly trained and have a complete grasp of his duties, some clerical work is unavoidable, particularly on country stations. However, I am able to assure members this matter is being closely investigated.

We are all individually and collectively concerned, I suggest, as to the extent of general police protection available and afforded to the community. This matter came under fire and it is a very important one indeed. I, therefore, sought the co-operation of the Minister for Police in the matter in order that I might be able to best advise members and the public generally of the existing position and present any future planning in these matters. Mr. Craig has provided me with full information. The information is very interesting and I seek the attention of all members in what I have to report.

With regard to a suggestion that there is little protection of property in the metropolitan area, it is conceded this is partly correct. With requirements for manpower stretched to the limit, the foot police who used to be in evidence around the area are not available, unless for special purposes but, in lieu of this, every suburban police station has been allocated a motorcar to enable any, and as much, patrolling of the various districts as the officer in charge considers necessary.

In the city area, radio-controlled cars and vans are in daily use; an average of six are patrolling each night. The Commissioner of Police at present has in hand the fitting of radios to suburban cars. A number of them are already fitted with two-way radios, and thus the vehicles can be contacted, or can contact the communications section at any time.

The authorised strength of the Police Force is 1,310 men. At the present we have 1,312; that is, two over actual strength. To quote this figure without some explanatory comment would, however, be misleading insofar as the authorised strength should be that number of active officers which has been assessed as the number required. In this State, however, the personnel of the instruction school is always included in the total. Thus the strength on active duty, at the time when the figures were assembled, was 1,290, because there were 22 recruits in training. These, however, graduated recently and became available for duty on Monday, the 15th August.

I agree that resignations from the force during the year 1965-66 numbered 40.

This compares with resignations in former years as follows:—

	Strength.	Resignations.
1961	1,165	11
1962	1,165	15
1963	1,193	20
1964	1,260	26
1965	1,285	27
1966	1,310	40

The Hon. F. J. S. Wise: They are very small percentages.

The Hon. A. F. GRIFFITH: Yes. As may be appreciated, resignations are brought about by several reasons. Many young wives set up home in the metropolitan area and are happy whilst their husbands are employed in this area; but as soon as transfer to the country becomes necessary they refuse to go and while some of the men are in agreement, others are forced to resign because wives will not go.

The Hon. F. R. H. Lavery: It has something to do with salaries.

The Hon. A. F. GRIFFITH: I shall come to that point in a moment or two.

The Police Force serves the whole of the State and every applicant appearing before the selection board is strongly advised to discuss the probability of transfer with his wife, so that it is no fault of the department when men resign for this reason.

Others, some with many years of service, leave to go into business in an endeavour to improve their position. These are like many other persons who desire something better in life, perhaps, and try to get ahead. It is significant, however, the number of ex-policemen who, as early as six months after resignation, make approaches to come back into the Police Force again, satisfied they made a mistake in leaving. Other men have resigned by reason of transfers. One or two, on account of their unsuitability to remain as policemen, are given the opportunity to resign in order not to affect their ability to obtain other employment.

These are just a few of the reasons for resignations, but I reiterate, despite the loss of these men, the commissioner reports that the morale of the force is high. He is prepared to say without contradiction that, in any large body of men, there are malcontents who are never satisfied, and I suggest one of the complaints made in the House could well have emanated from one of these.

The commissioner, when he has inquiries by the public or Press regarding the police, feels it is a bounden duty to allay any fears that police are not about at every minute of every day, or stationed for hours at particular premises; but he is aware there are times when all the police he would like to have at his disposal are not available. Sickness and other circumstances take a lot away from duty.

Circumstances permitting the absence of foot constables from city streets between

the hours of 8 p.m. and 11 p.m. arise on occasions, but not all the time. Foot patrols have decreased but, on the other hand, mobile units—many radio controlled—have taken over and are on the move all the time. The position as to foot patrols has, I believe, increased quite recently.

In addition to the patrols mentioned earlier, there are now patrols from the Criminal Investigation Branch in operation throughout the metropolitan area in high-powered, radio-controlled vehicles with three detectives and a driver. Each unit is responsible for its own patrol and can, with a call, be directed anywhere required. Whilst there has been a slight increase in serious offences, the officers of the force have been doing a sterling job and keeping up with them.

These occurrences, naturally, are linked with the growth of the country. I do not for one moment think that crime will cease, but the force is ever alert to keep abreast of the criminal. Within recent months, the Criminal Investigation Branch officers have apprehended no fewer than 42 Eastern States criminals on various charges, seven of whom have been extradited to other States to answer serious charges. To give an indication of the activity of the officers of the force in apprehending criminals, I state that over the past six months there have been some 189 offences of breaking and entering. These resulted in 198 arrests, 223 charges, and the apprehension of the Eastern States criminals, as mentioned above. The suggestion that criminals are coming here by reason of the lack of police protection is emphatically rejected.

The Hon. F. R. H. Lavery: You made that suggestion.

The Hon. A. F. GRIFFITH: When?

The Hon. F. R. H. Lavery: In answer to what I was saying at the time.

The Hon. A. F. GRIFFITH: What was the honourable member saying at the time?

The Hon. F. R. H. Lavery: At the time I said the city did not have sufficient police protection.

The Hon. A. F. GRIFFITH: I want to be sure of what I did say.

The PRESIDENT: Order! Will the Minister continue with his speech?

The Hon. A. F. GRIFFITH: The Police Force offers opportunity to young men. It has a good salary range. The young man with under three years' service receives a salary of \$109.23 fortnightly, but on top of this he is given two uniforms annually, a greatcoat, raincoat, four shirts, a boot allowance, and free medical treatment, the cost of which is not inconsiderable. He is, therefore, a fairly well paid servant.

Commissioner Napier, in his report, added that the Government had never

refused his predecessors any increase in strength that had been requested. It is both useless and unnecessary to request strength above requirements and, therefore, it becomes a natural process to go along until the time is reached when it is evident an increase of men is warranted. During this period there may be shortages but, as indicated, the Government has not failed the Police Department.

There are tremendous activities taking place in this State, and, as population increases and new business and industrial centres open up, it is anticipated more police will be required; but in the interim the Commissioner is watching things closely. He is currently researching all stations to see if surplus men are engaged to the detriment of others. Researching is being carried out on jobs occupied by able-bodied police with a view to replacement by male or female civilians, thus releasing them for police work. This all takes time, but members may be assured that the force as a whole is a well contented body and its interests, as well as those of the Government are, carefully watched.

I wish now to have something to say with respect to the administration of justice by magistrates, and with particular reference to traffic matters. Reference was made to the instance of offences of unlawfully assuming control of motor vehicles and a tendency of magistrates to impose penalties which are too lenient to deter other would-be offenders was commented on.

Under the provisions of section 60 of the Traffic Act, the penalties prescribed for unlawfully assuming control are—

(1) For first offence—

Maximum: Imprisonment for twelve months or a fine of \$500.

Minimum: Imprisonment for one month or, at the discretion of the court, a fine of \$100—irreducible in mitigation.

Disqualification—12 months.

(2) For a second or subsequent offence—

Maximum: Imprisonment for two years.

Minimum: Imprisonment for three months.

Disqualification—two years.

During the period from the 1st April to the 12th August this year, there were 27 such charges dealt with in the police courts, Perth and Fremantle. In 18 cases, terms of imprisonment ranging up to 18 months were imposed, and nine offenders were fined the minimum of \$100. It can be accepted that those fined were first offenders and some of those imprisoned were first offenders also. It will be noted that, in two-thirds of the cases, magistrates imposed terms of imprisonment.

With regard to juvenile offenders, the position is different. Where an adult (over 18 years) is charged under section 60 of the Traffic Act, there is no power for a magistrate to reduce the penalty to less than the minimum prescribed by the section, either for a first or subsequent offence. However, a special magistrate of a children's court has power under section 26 of the Child Welfare Act to impose a lesser penalty than the minimum prescribed under section 60 of the Traffic Act. To what extent juveniles are influenced by severity or otherwise of penalties is difficult to determine. The problem is to find suitable penalties for juvenile offenders. To fine or gaol them is not always the answer.

Since the 1st April this year, 85 offenders were dealt with in the Perth and Fremantle children's courts. In 34 cases, the offenders were committed to the care of the department, 16 were placed on probation, 18 were fined amounts ranging from \$20 to \$100, five were imprisoned, nine charges were dismissed under section 26 of the Child Welfare Act, and three were given good behaviour bonds. Every case can differ in its particular circumstances and to deprive magistrates of the right of discretion in dealing with individual cases, in my view, is not in the best interests of the administration of justice.

Several years ago, a case came to the notice of the department where a native was driving a utility with his wife and two children as passengers from Leonora to Doyles Well. The utility broke down and the husband, when proceeding to obtain assistance, used someone else's motor cycle without permission. His action could, in a measure, be excused in the interests of his family who were left on a lonely road. The justices, who dealt with the charge, intimated that there were extenuating circumstances and, had there been provision for a lighter penalty, they would have used their discretion and imposed a lesser fine than the irreducible minimum.

Members may also recall the case of a youth, a slow learner, who was convicted early this year for unlawfully assuming control. As he was over 18 years of age, he was dealt with in the Police Court and was fined the irreducible minimum of \$100.

The two cases I have cited illustrate the injustice which can be created by fixing irreducible minimum sentences and depriving magistrates of a discretion to reduce the minimum, where special circumstances are present.

Last year the Law Society represented to me, and I quote, "That where public interest in the imposition of penalties is strong, it may be wise to legislate to give some guidance to courts as to what the minimum penalty should be as a general rule. It considers that the courts should not be completely deprived of their discretionary powers."

It is doubtful whether a substantial measure of uniformity could ever be achieved where the penalty within the range from the minimum to the maximum is within the discretion of the bench—as it is in respect of the offence of unlawfully assuming control.

A former Chief Justice once commented as follows:—"The judge or magistrate concerned, before imposing the sentence, considers the type of offence, the harm done, the elements of misconduct involved, the presence of deliberation, and other such circumstances; also the history and antecedents of the offender, the prevalence of like offences, and any mitigating circumstances, such as provocation, temptation, and so forth. It is, therefore, improbable, and indeed undesirable, that uniform sentences will or should be imposed for similar offences."

Under our system there will always be differences of opinion as to a fitting and just penalty for a particular offence. I consider, therefore, that any direct approach to the magistracy with a view to securing uniformity in punishments, however desirable, would be on dangerous grounds.

The next item I desire to deal with has to do with certain blasting operations which have recently commenced in Cockburn Sound and about which allegations have been made in the Chamber that buildings ashore have been damaged.

In September, 1964, the Fremantle Port Authority requested advice from the State mining engineer regarding the blasting in Cockburn Sound by Dredging Industries (Aust.) Ltd. in the approach channel to the B.H.P. jetty—not BP as stated by Mr. Ron Thompson. Accordingly, a recording was obtained with the Mines Department's portable seismograph at a point on the shore near the B.H.P. jetty, which was considered to be the closest suitable point to the explosion. From this result, a recommended safe weight of explosive was calculated for respective distances from a structure. This calculation was made in accordance with information available from recognised authorities.

The BP Refinery (Kwinana) Pty. Ltd. considered that the weight of explosive which was recommended could cause damage to high-speed machinery having fine clearances. The company, therefore, requested that a seismograph record be made at its plant when 400 lb. of explosive was detonated. This was done, but 375 lb. ANFO explosive plus primers was detonated at a distance of 7,200 feet, which gave a resultant movement of 0.0018 inches; that is, a vibration vertically through eighteen ten-thousandths of an inch.

Apparently, the refinery advised Dredging Industries that charges of under 400 lb. of explosive would be satisfactory. The refinery received advice from Nobel (Aus-

traliasia) Pty. Ltd. which indicated that the limits imposed by it were conservative. Production scale test firing at roughly 10-minute intervals did not produce any adverse effects at the refinery.

In a letter dated the 28th February from the Shire of Kwinana, concern was expressed regarding the underwater blasting operations, and it was reported that the shock waves were at times severely felt in the Naval Base, Medina, and Calista residential areas. The reply given to this expressed the opinion that, provided milli-second delay detonation as recommended was used, there would be no damage to property. There could be loud reports and some air blasts that can be detected but no damage to structures was likely to result.

About mid-April, following a telephone complaint from the Kwinana Shire Council, arrangements were made for recording the vibration from a number of blasts. This was done on the 20th April at the Kwinana Shire Council's office. The results were—350 lb. of explosive gave a resultant vibration through one ten-thousandth of an inch, and 400 lb. of explosive two ten-thousandths of an inch. These measurements are smaller than those acceptable to BP.

Following the receipt of a telegram on the 12th May from the Shire of Kwinana, an officer of the Mines Department contacted the Manager of Dredging Industries (Australia) Ltd., and, after discussion, went out to the blasting barge and observed the operation, which appeared to be quite satisfactory.

The Kwinana Shire Council is about four miles from the blasting area. The nearest houses in the Medina-Calista area are more than three miles from the blasting area. Most of the area between the coastline and the Rockingham road is gently rising and is used for industrial purposes, such as BP Refinery, B.H.P. works, etc. At the approaches to Medina, the terrain rises to sandhills probably underlain by limestone. The nearest buildings at Naval Base are $1\frac{1}{2}$ miles from the blasting area.

Further recordings were made by the Mines Department with the portable seismograph on the 19th May, and the results were consistent with those taken earlier. These fall within the safe range of all standards, as set out in technical publications available.

There could have been occasions when large blasts were brought about when one charge, as placed, did not detonate. The next set of charges when fired could result in both charges detonating. This would happen only on rare occasions.

The Mines Department has not, at any time, issued an instruction or directive regarding the amount of explosive to be used. Assistance was requested only in connection with the problems arising out of the

blasting operations and the Mines Department officers made the tests requested and calculated, from formulae accepted in other places, the weight of explosive which might be safely used. This information was then supplied to the Fremantle Port Authority and the contractors as a recommendation.

There is one specific suggestion about which I desire to comment and that is Mrs. Hutchison's desire for the Perth-Northam road to be transformed into a wildflower road. I have, since listening to the honourable member's remarks, made some inquiries and have certain information to give the honourable member. The Tourist Development Authority is greatly interested in the preservation of wildflowers and urges all departments concerned to be mindful of them and their preservation when public works are in progress or are being maintained.

The Main Roads Department, with this end in view, is currently surveying road reservations five chains wide, wherever this is possible in new areas, when traversing alienated land, and ten chains wide when surveying through Crown land. Departmental policy is to clear up road reserves of fallen timber and debris to help prevent fires which could destroy wildflowers.

Mrs. Hutchison mentioned the existence of bands of young people who go about doing good in the community and suggested that were these approached they would be only too happy to assist in the establishment of wildflowers along the Northam Road reserve. This aspect has been taken up with the Main Roads Department and I am assured that the Commissioner of Main Roads would be interested in assisting such a scheme and, consequently, suggests Mrs. Hutchison might desire to get something going in that direction.

I now turn to the always vexed question of land resumption procedures. We are all agreed, I think, on the necessity for providing Governments, whether in this State or elsewhere, with the authority, in the interests of the community generally, to resume land for public works. I have mentioned this as being a vexed question. Nobody likes to have to take land by compulsion and I think all Governments view sympathetically the disabilities of those affected.

Whilst Mr. Wise was speaking tonight I was looking at the second volume of *Hansard* for 1955, and I saw that the then Minister for Works had this to say, on page 1774, when he introduced an amending Bill to the Public Works Act—

The introduction of this Bill was foreshadowed very early in the session when discussion was taking place on land resumptions that had occurred and the desirability of amending the law.

A motion was introduced in this House by the member for Toodyay seeking to obtain an expression of opinion—which subsequently he did—on whether the Act ought to be amended to liberalise it in certain directions. In speaking to that motion, I indicated at the time that there were in course of preparation amendments to the Public Works Act, which would give effect to practically all the suggestions then being made and would put into the law what was in fact administrative practice at the time.

The Hon. F. J. S. Wise: A good example for you to follow.

The Hon. A. F. GRIFFITH: Yes, indeed. The Minister concluded with these remarks—

I claim for the amending Bill that it will bring our legislation at least abreast of similar legislation elsewhere in the world and possibly in advance of it in some instances. Because of that, I feel it must commend itself to members.

I merely point that out to indicate how the imperfections which were noticed by the Minister of the day still, according to Mr. Wise, continue to exist.

The Hon. F. J. S. Wise: It should be brought up to date. That is the point.

The Hon. A. F. GRIFFITH: Mr. Wise must realise that this problem has lived with all Governments.

The Hon. R. Thompson: This is not a political question.

The Hon. A. F. GRIFFITH: On this matter, Mr. Ron Thompson has moved a motion that a Select Committee be appointed to investigate land resumption problems. I shall therefore reserve any further remarks from the Government side until the motion is being dealt with in the Chamber.

The question of pine plantations has come into prominence lately with Commonwealth funds being made available for an increase in pine planting throughout Australia.

In regard to Albany, the facts are as follows:—

1. Some years ago, a reconnaissance soil survey was carried out in the Albany region but sites available for pine planting were not encouraging from either the soil or from the economic aspects.

2. There have been some small plantings of pines in the region available for study and these indicate that, where the soil is good, pine growth is satisfactory but, on the poorer sites, the response does not appear to suggest an economic proposition. Unfortunately, the good pine-planting sites are very limited in extent and cannot

be seriously considered while more suitable areas are available in other parts of the south-west.

The Hon. E. C. House: The soil there would be far too valuable to plant pines on it.

The Hon. A. F. GRIFFITH: I am merely replying to an expression of opinion by an honourable member. To continue—

3. It is felt that such funds as are available for pine planting should be first utilised on areas of reasonably large extent and more favourably situated in relation to present and future markets.

4. The Conservator of Forests wrote to the Shire Clerk of Albany on the 24th June last, in reply to a repeated request for a survey of the area as follows:—"I must reiterate my previous advice that limitations of manpower trained for soil survey work prohibit any early detailed survey of the Albany region. Our previous reconnaissance survey did not reveal very encouraging results and I am afraid that there are many areas with higher priorities. Your requests have not been overlooked, but I just do not see any way of meeting them in the near future".

5. Relative to Mr. Jack Thomson's suggestion for a future pulp and paper industry, the prospect of a major industry of this nature in the south-west of this State is still a matter for the future and must be very closely aligned with the critical economy of this type of project. At this stage, it appears extremely unlikely that this industry would be established in the Albany-Denmark region.

I shall now deal with the subject of housing. With a view to minimising delays in letting, my colleague, the Minister for Housing, in response to the representations which have been made in the Chamber, will have the position examined as to the advisability of letting the homes prior to inspection. I might mention that one of the main problems facing the commission in the re-allocation of vacated rental homes, is the necessity to inspect the homes after the vacation and before the new tenant is installed.

I might say, from my own experience, that the necessity often arises in many cases for the house to be done up again so that it is suitable for the next tenant to occupy. Some people have no regard for the property of the State. They think the house is something for them to live in and many of them feel they should not pay any rent for it.

The Hon. E. C. House: I could not agree with you more.

The Hon. A. F. GRIFFITH: The attitude about the rental is held by only a small percentage.

The commission has supervisors based in some of the bigger centres but these officers are constantly travelling and a home,

vacated a day or two after his visit to a town, may have to wait up to three weeks before his next visit. Then, after his inspection, the house may require some attention to maintenance items before being available for reletting. Every endeavour is made to minimise the delays.

I think the notes given to me by my colleague are perhaps a little softer than my own expression of opinion which was based on personal experience.

Immediately the house is available, there is normally no delay as the commission's local agent has full particulars of the applicants on the waiting list.

The commission has, in fact, often arranged for houses to be occupied before inspection, but, in these cases, there is invariably a dispute as to the condition of the house on occupation and it is then impossible to determine which tenant is responsible for the damage. This is really quite an important matter because the damage in some cases is very considerable and the money involved in connection with the damage is also considerable.

Generally, supervisors and local agents of the commission consider prior inspections are essential. However, as I remarked previously, the Minister, with a view to minimising delays, is to have the position examined and should the letting of homes without prior inspection materially improve the position, it may be advisable to take a calculated risk on maintenance losses due to disputed claims. It is sad for me to say this to honourable members, but I hope that his experience in an experiment of this nature is not left wanting.

In the event of a tenant objecting to accepting the house, prior to the carrying out of maintenance items, then there is no alternative but to await the visit of the supervisor, as it is not practical nor economical to employ sufficient numbers of supervisors to eliminate all delays.

Members may recall that the Government was urged to make an all-out effort in housing. The Government has, in fact, a very good record in housing. It is fully aware of the housing position in this State and, within the limits of finance available, attention is given to providing houses for all groups in the community with low and moderate incomes.

Since the State Government has taken office, an amount approximating \$142,000,000 has been expended by the State Housing Commission up to the 30th June last. A total of 13,250 units of accommodation under all schemes have been completed in the past seven years and these have housed approximately 59,000 people throughout the State.

In addition to housing families, the present Government has endeavoured to alleviate the housing problems of elderly pensioner women and has provided 189 flats to accommodate 194 persons. This

policy will be continued this financial year when a further block of single unit flats will be built in the Fremantle area.

The Hon. R. Thompson: That is very close to my heart.

The Hon. A. F. GRIFFITH: The Government is always doing things for the honourable member, anyway.

The Hon. R. Thompson: I hammer them to do it.

The Hon. A. F. GRIFFITH: I am glad to see that the Housing Commission is carrying on with these projects because this is something which I started when I was with the commission. I thought then that it was a very good cause.

In 1959, waiting periods in localities where the demand was greatest exceeded three years for rental homes. This period has now been reduced to approximately two years and I have already indicated the amount of money which has been spent to enable this to be achieved.

The Hon. F. J. S. Wise: I have heard it said that you were a very good Minister for Housing.

The Hon. A. F. GRIFFITH: Thank you. During the current financial year, it is anticipated that the State Housing Commission will complete approximately 2,400 additional units of accommodation. Including the State Housing second mortgage scheme, war service homes, money made available to building societies, new and vacated dwellings, the commission will provide, or assist in providing, accommodation for approximately 5,100 families this financial year.

On the question of housing in Boulder and Kalgoorlie, the Minister for Housing has informed me that a senior officer of the commission will be visiting these two centres in the very near future and this officer's brief is not only to investigate the housing position, but also to consult with—

The Chamber of Mines
Informed Government officials
Municipal and shire local authorities
Leading agents dealing in residential property.

He will then submit his full report to the commission after consultation with the railways and other authorities as to their future intentions in these two centres. From this, consideration will be given to the question of whether the commission will provide rental and/or purchase housing.

In regard to Norseman and Esperance, a recent survey indicated that the commission is doing all that it can possibly do, with the funds available, in building in this region. At the moment it must confine its activities to Esperance, where the greatest demand has been experienced. Currently the building programme for 1966-67 is 35 units of accommodation, and

this will add to the existing pool of housing built by the Government in this town over the postwar years, in which 131 units have been provided since 1959.

The foregoing deals with the Commission's activities, which are confined to the families of low and moderate means, and which financially have been set at \$3,146 per annum, plus \$50 for each child under 16 years of age. In addition to this activity, the Government has been active in encouraging the building society movement to extend its operations into Esperance, and I am pleased to inform members that the A.E.K. No. 1 Building Society, in the last year, advanced \$64,600 to assist nine families in Esperance to buy or build their own homes in that centre.

On the point of providing accommodation for public servants, as these invariably have incomes in excess of the ceilings as set by the commission, their needs are being progressively met by the newly created Government Employees' Housing Authority, which body's operations are extending over the entire State.

In respect of providing new homes, as well as upgrading older properties taken over from the department, the authority, at the beginning of each year, calls upon departments to advise of their housing requirements and then allocates according to the priorities determined by the authority after consultation with the departments.

It is appreciated there will be times when the authority cannot provide an immediate answer but it is doing the best that it can with the financial resources the State can make available for this aspect of decentralised administration.

The Police Department, and other departments which have not elected to seek the help of the authority, are working through their own budgets to make provision for houses in centres according to priorities as set by the commissioner. Officers in receipt of an income not exceeding the commission's limits can apply for commission assistance.

I believe it should be appreciated by members that, in this time of rapid economic growth, and bearing in mind that the State is providing 27 per cent. of all money spent in Western Australia on housing, such figure being well in advance of the national average of about 18 per cent., it will be recognised that the Government is doing all that it possibly can do without adversely affecting other forms of urgently required development.

The Hon. E. C. House, when speaking on the debate, drew attention to some difficulties which he saw in the Government policy of releasing 1,000,000 acres of virgin Crown land a year for agricultural development. The honourable member submitted that a lesser acreage should be made available in order to make finance available to partly improve the land before

allocation. This method was adopted and financed by the Commonwealth to assist in settling returning ex-servicemen after the last World War. All the finance, which was considerable, was found by the Commonwealth and such a scheme suggested now would be beyond the resources of the State.

It has been shown that the Western Australian system of land release is the best available. Allocations are made after exhaustive examination by a land board and released on conditional purchase conditions. Because of the initial low cost of this land, long-term finance is more readily available. Any other system of development would raise the initial price of the land which would make it more difficult for the prospective farmer to find finance for future development.

Conditions laid down for the improvement of the land by the farmer himself are minimum, but require that he takes personal possession of the land and resides on it after two years for at least six months in each of the following three years. Provided improvements are current, and the balance of the conditions are satisfied, the farmer can then apply for a Crown grant or freehold. Speculation, however, is restricted because no transfer of conditional purchase land can be approved under a period of five years, unless under very special circumstances. The price or consideration asked for comes under close scrutiny and, if it is regarded as excessive, approval is not given for the sale which requires to be notified to the Lands Department, so the Minister for Lands may give his approval in writing, prior to negotiations being entered into.

Another point is that incorporated companies are not eligible to select or acquire any conditional purchase land. The rate of release of virgin Crown land for agricultural development each year is within the economic capabilities of the State, and the number of applications being received for each serial release indicates there is a very healthy unsatisfied demand. It is not possible to control, as with conditional purchase land allocated under the Land Act, those speculators and absentee-owners who buy freehold land.

The honourable member drew attention to the need for houses to be erected on farms. I agree that this is an early necessity. The problem, however, is one of finance, and lending institutions normally require security to be given over the whole of the property, which would include sufficient finance to erect buildings. It would not be legally possible to excise an area of land from a conditional purchase lease for the purpose of erecting a farm house only. I do not think it would be feasibly possible to excise a small area of the farm itself on which to erect the house in order to give the mortgagee security because, in relation to the whole property, there is not much security attached to it.

The Hon. E. C. House: Wouldn't you consider it would raise the whole capital value of the particular lease, and the demand for this type of country?

The Hon. A. F. GRIFFITH: I am not suggesting for one moment that it would not.

The Hon. E. C. House: It should be good security.

The Hon. A. F. GRIFFITH: I am merely pointing out the disabilities. The prime function of arranging a mortgage on property is to give somebody security of title over the property itself. I put it to the honourable member: Would he like to have me excise a quarter of an acre from my farm on which to build a house, and accept that as security for the money lent?

The Hon. F. J. S. Wise: Or, would he lend you the money without security?

The Hon. A. F. GRIFFITH: I am sure he would not do that. I do not think that point is worth pursuing any further.

The State Government recognises the need for some form of protection for those young farmers who are called up for national service. When a young farmer is allocated conditional purchase land, and is subsequently called up for national service, the conditions for improvements are adjusted depending upon the time he is absent from the property.

I think I have dealt to the best extent possible with most of the problems that have been raised by honourable members. However, the matters on which I have had little or no opportunity since this afternoon to do any research upon were those questions raised by Mr. Wise. He talked of three matters. One was the cattle industry in the north; another was the question of land resumption; and the third one was the matter of the Annual Estimates of Revenue and Expenditure being placed before the Legislative Assembly and not before the Legislative Council.

In connection with the cattle industry and the north, all I can say to the honourable member is that I will draw the attention of the Minister for Lands and the Minister for Agriculture to the remarks that he made.

On the question of land resumption, I repeat what I have already said in relation to the motion moved by Mr. Ron Thompson, and that is that I will let this matter wait until the debate takes place.

I would like to make some comment in regard to the third matter which is that of Budget debate procedure in the Commonwealth Senate, and the suggestion made by Mr. Wise that we adopt the same procedure in this House. This is not the first time that the honourable member has raised this matter. Before he raised this in the speech which he made from the seat which he is now occupying he mentioned it last year when he was on the other side of the House.

I did have a look into this. The procedure that Mr. Wise advised is a fact in relation to the Senate and is an accurate example of what takes place. I cannot see any reason why this should not take place in the Legislative Council.

The Hon. H. K. Watson: I think the suggestion has a lot of merit.

The Hon. A. F. GRIFFITH: But I would think it would undoubtedly be necessary for us to amend the Standing Orders of this House.

The Hon. F. J. S. Wise: In what particular?

The Hon. A. F. GRIFFITH: I would not like to say in what particular; but I would say that I think an examination would have to be made of the appropriate Standing Orders to see to what extent they would have to be amended. I do not think we have the machinery that is laid down in the Senate, for instance, in our Standing Orders at the moment for doing what is now done in the Senate.

If we wish to adopt this practice then I think it desirable to have the Standing Orders to enable us to do it. However, I think it is somewhat similar to the idea of two sessions of Parliament, mention of which has already been made during this session. I repeat: I think the idea of two sessions of Parliament comes more readily to the mind of one who is in opposition than to one who is occupying a ministerial position.

The Hon. F. J. S. Wise: I understand what you mean.

The Hon. A. F. GRIFFITH: Thank you. However, be that as it may, I would not like members to gain the impression that I, personally, would flatten the idea without giving it any consideration. The Premier has answered this question in another place and has said, in effect, that he does not intend to make any change at this point of time. However, in that regard, too, I am sure the Standing Orders would have to be amended, particularly the Standing Orders of the Legislative Assembly, if we were to have two sessions of Parliament in the one year. Perhaps I could leave it at this: That an incoming Government could have a look at it. We are now in the middle session of the Twenty-fifth Parliament and perhaps this is not the time to make a change.

The Hon. R. Thompson: We will have a look at it when we come in—

The Hon. A. F. GRIFFITH: If we wait—

The Hon. R. Thompson: —after the next election.

The Hon. A. F. GRIFFITH: —until then—

The Hon. R. Thompson: I said, "after the next election."

The Hon. A. F. GRIFFITH: —it might be a long long time before anything is done. However, do not ask me to make facetious remarks because I have occupied 1½ hours of members' time this evening and I think that is enough.

May I say, in conclusion, that we may reach the point where we will have two sessions of Parliament. However, Show Week is now the end of September and, as has been customary over the last two or three years, we will have a week off then. That will give us two sessions of Parliament in the one year in the same way as one of the Eastern States has two sessions of Parliament under the same sort of guise. In that State members have a week off and then they come back for another session.

I regret it if I have wearied members in my endeavours to answer the questions that they have put to the Government. Some questions may not have been answered; but if I have failed in this respect I will send the information required, as it comes to hand, to the honourable members concerned. That will be done as quickly as possible. I support the motion.

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

Presentation to Governor

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [9.35 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 (4): INTRODUCTION AND FIRST READING

1. Legal Practitioners Act Amendment Bill.

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

2. Poisons Act Amendment Bill.

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

3. Cemeteries Act Amendment Bill.

Bill introduced, on motion by The Hon. A. F. Griffith (Minister for Mines), and read a first time.

4. Health Act Amendment Bill.

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

House adjourned at 9.41 p.m.