

£115,000,000, and Victoria's £85,000,000. The total payments include specific purposes funds of £69,200,000 for Western Australia, compared with £55,000,000 for South Australia, £76,000,000 for Queensland, £157,000,000 for New South Wales, and £113,000,000 for Victoria.

These are, I think, fairly striking, but they are more striking in my view if they are calculated on a population basis. On this basis they work out to Victoria receiving £36 per head of population; New South Wales £37 per head of population; Queensland £47 per head of population; South Australia £53 per head of population, and Western Australia £86 per head of population. The estimated total Commonwealth commitment on special State projects beyond 1963-64 is as follows:—

New South Wales	£17,300,000;
Queensland	£12,800,000;
South Australia	£21,900,000;
Tasmania	£2,300,000;
Western Australia	£45,800,000.

Western Australia's figure is twice as much as that of any other State. I suggest these figures adequately illustrate the point I wish to make, which may be contrary to the thoughts that some members have in mind.

The point I wish to make is that we can receive recognition of our disabilities by the presentation of well substantiated facts, and by the insistence through co-operative methods that Western Australian resources are a national asset and should be viewed in that light. There is in my view a great need for pride in one's State, but no room for parochialism. There is the need for State solvency in a Commonwealth, but no place, surely, for subjecting this to the petty party or personal aspirations at a national level.

There remain great problems in development as it affects agriculture, industry, and the community generally in the Lower West Province; and it is my belief that these problems can best be overcome—in fact can only be overcome in these days of financial arrangements, and so on—by mutual co-operation with the Federal system, and by continued good government in this State—and it is good government—in conjunction with an effectively operating and satisfactory Federal system.

Debate adjourned, on motion by The Hon. W. F. Willesee.

*House adjourned at 8.15 p.m.*

# Legislative Assembly

Wednesday, the 4th August, 1965

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

## CONDOLENCE

*The Late Hon. E. Nulsen*

MR. BRAND (Greenough—Premier) [4.33 p.m.] : Following the death of the late Emil Nulsen, I would like to express

our deepest sympathy to his wife and to his family, and to pay a tribute to him as one member of Parliament whom, I think, everyone looked upon as a gentleman; one who always endeavoured to keep personalities out of political arguments and who, over many years as a private member, and for a long time as a Minister of the Crown, conscientiously served the State.

We all know his special interest was for the inland and the country, particularly the Esperance region, in which he had an abiding faith—a faith which, as time has gone by, has proved to have been well founded.

I suggest that you, Sir, might, as the Speaker of this House, write and convey these sentiments to his wife and his family. I have spoken to the Leader of the Opposition, and he would like to add to these remarks.

MR. HAWKE (Northam—Leader of the Opposition) [4.34 p.m.] : I support the suggestion put to you, Sir, by the Premier, and I am certain you will carry it through.

I had the very great privilege and pleasure of organising Emil Nulsen's first election campaign in 1932. I well remember at the opening meeting when he was called upon to deliver his policy speech he was very nervous, and the breath coming out of his system was so hot that it got up inside his glasses and frosted them over with the result that he could not follow his notes, and he spoke for only about four or five minutes. I then recommended him to the people as a man of action and not of words. That recommendation was prophetic, as I think every member who followed Emil Nulsen's career in public life will agree.

Emil Nulsen had a passionate, even though it was a quiet anxiety to help the sick, the needy and the afflicted, and others who were in difficulty; and, as a Minister of the Crown, he had the very great satisfaction, from time to time, of seeing practical things done by the Government and by other organisations with which he was associated, to further his objectives.

He was a gentleman in every sense of the term. He was quiet, but he had very strong convictions and he stuck to those convictions through thick and thin. I heard him, one day at a Cabinet meeting, when the majority of the Cabinet Ministers decided against one of his proposals, describe us as a bunch of conservatives, which clearly shows that Emil Nulsen, although quiet and gentlemanly in every way, was strong in spirit and strong in conviction; and I am certain his memory will be treasured for many years to come by all those who were fortunate enough to have had personal knowledge of him and personal association with him.

I saw Mrs Nulsen this morning. I am sure every member who does not already know would be satisfied to know that Emil Nulsen died without pain or suffering: he collapsed, and that was the finish. Mrs. Nulsen is bearing the sorrow steadfastly, as we would all be sure she would do; and I am certain our sympathies, and those of the general public, go to her at this time.

**MR. LEWIS** (Moore—Minister for Education) [4.38 p.m.]: In the absence of the Leader of the Country Party, I would like, briefly, but nevertheless sincerely, to support the remarks that have already been made as a tribute to the memory of the late Emil Nulsen.

I, personally, did not have the great privilege of knowing him for a lengthy time but only a matter of a very few years. However, in that time I was impressed by his great sincerity. He was a man of no mean ability as an administrator, and I am sure that he was a man who never had an enemy. He was, I believe, respected and liked by all members of Parliament, irrespective of party.

The members of my party would like to join in the message of condolence to Mrs. Nulsen.

**THE SPEAKER** (Mr. Hearman) [4.39 p.m.]: While I regret the necessity of having to convey this message to Mrs. Nulsen, I accept it as an obligation, and by so doing I shall, no doubt, carry out the wishes of the House.

## QUESTIONS (26): ON NOTICE

### IRRIGATION AT CARNARVON

#### *Delivery Tanks: Installation*

1. **MR. NORTON** asked the Minister for Works:

- (1) Is it still the intention of his department to force planters at Carnarvon, receiving water from the pilot schemes, to install delivery tanks of 10,000 gallon capacity where they have not got open drains?
- (2) Has he replied to a petition dated the 24th May and signed by 20 planters requesting that the direction in Irrigation Circular No. 13 be reconsidered?
- (3) If not, why not?

**MR. ROSS HUTCHINSON** replied:

- (1) This matter was discussed by the Gascoyne River Advisory Committee with a group of petitioners on the 2nd July, 1965. In view of the alternatives suggested by the members of the deputation, the advisory committee will reconsider the matter at their September meeting.
- (2) An interim reply to the petitioners was made on the 27th July, 1965.
- (3) Answered by (2).

## HOUSING AT EXMOUTH

### *Programme and Source of Funds*

2. **MR. NORTON** asked the Minister for Housing:

- (1) How many Commonwealth-State houses have been built or are in the course of construction at Exmouth?
- (2) Is the money for housing at Exmouth coming from Housing Commission funds; if not, from what funds are they being built?

**MR. O'NEIL** replied:

- (1) Nil under the Commonwealth-State housing agreement, but 44 houses have been completed or are under construction to date under the arrangements outlined in answer to question (2).
- (2) Exmouth housing is being financed in equal shares by the State making an allocation under the State Housing Act, 1946, and the Commonwealth by way of a special grant.

## SHEEP CARCASSES

### *Branding Regulations*

3. **MR. NORTON** asked the Minister for Agriculture:

- (1) Has regulation No. 36 of the Abattoirs Act, 1908-1941, published in the *Government Gazette* on the 16th March, 1942, been amended?
- (2) If so, what were the amendments?
- (3) Is it still required that any sheep carcass which is sold or exposed for sale as lamb or hogget shall be branded in continuous series of words from the neck to the rump?
- (4) Is it still required that carcasses of lamb and hogget shall be branded before the head is removed?
- (5) What percentage of the sheep, other than lambs, which are killed at the State Abattoirs are hogget?

**MR. LEWIS** (for Mr. Nalder) replied:

- (1) No.
- (2) Answered by (1).
- (3) Yes, but the branding of hogget has never been insisted upon.
- (4) Yes.
- (5) Approximately 2 per cent.

## EXMOUTH TOWNSITE

### *Surveys: Number and Cost*

4. **MR. NORTON** asked the Minister for Lands:

How many times was the townsite of Exmouth resurveyed and what was the total cost?

Mr. BOVELL replied:

Original survey in part was subsequently augmented to provide major portion of existing townsite area. Re-pegging is now in progress and total cost to date is £2,857.

### ROAD WORKS AT ESPERANCE

#### Current Allocations from Main Roads Funds

5. Mr. MOIR asked the Minister for Works:

- (1) What is the expenditure allocation from Main Roads funds for the Esperance Shire Council district for the current financial year?

#### Future Programme

- (2) Which roads will be listed and for what amounts?  
 (3) Can he indicate the nature of the work planned?  
 (4) How much of the works programme will be carried out by—  
 (a) the Main Roads Department;  
 (b) the Esperance Shire Council?

#### Work Undertaken from Previous Allocations

- (5) What was the value of the work carried out by these bodies respectively from last year's allocation?  
 (6) Was last year's allocation of funds fully used in this district?

Mr. ROSS HUTCHINSON replied:

- (1) £232,850.

- (2) and (3)—

Coolgardie-Esperance Road (Construction):		£
Reconstruct and prime 20 ft. wide 537-553.7 mile section	11,000	
Reconstruct and prime 20 ft. wide 569-570 mile section	9,500	
Reconstruct and prime 24 ft. wide 572-572.7 mile section	6,700	
Shoulder improvements (part cost) at 577 mile	3,500	
Single coat seal 20 ft. wide 569-570 mile section	1,800	
	32,500	

Maintenance (Main Roads):

Coolgardie-Esperance .. 4,500

Important Secondary Roads:

Construction:

Ongerup-Ravensthorpe-Esperance: Shoulder improvements 435.8-443.5 mile .... 3,500

Maintenance:

Ongerup-Ravensthorpe-Esperance .... 2,500

Developmental Roads:

Construction:

Contributory Bitumen Scheme (details to be arranged with Local Authority) .... 4,000

Esperance-Israelite Bay Gravel sheet and prime 20 ft. wide 3.7-8.5 mile (Old Grants Road) .... 22,000

Construct and gravel sheet 72-95 mile .... 10,000

Construct bridge at Bandy Creek .... 6,000

Construct and prime 20 ft. wide 18-24 mile .... 28,000

Improvements 24-73 mile .... 20,000

Balladonia-Israelite Bay .... 500

Mt. Merivale Road—improvements various sections .... 3,000

Gibson East Road—improvements various sections .... 2,000

Esperance Ring Road (part cost) .... 8,500

Tourist Roads—improvements various sections .... 1,500

107,000

Roads to New Land

Settlement Areas:

(1) Neridup-Lort River .... 4,000

(2) Lort River-Old-field Area .... 12,000

(3) Esperance Plains North of Location 13 and East .... 9,000

(4) Neridup Area .... 15,000

(5) Grass Patch West: Lort River Area .... 20,000

(6) Scaddan-Truslove East Area .... 7,000

(7) Scaddan-Fleming Grove East Area .... 8,000

(8) Munglinup North Area .... 1,500

76,500

General Allocation .... 4,000

School Bus Routes Maintenance .... 2,350

£232,850

- (4) (a) £212,500.

- (b) £20,350.

This is subject to further discussion between the department and the Esperance Shire Council.

- (5) Main Roads Department—£119,148.  
 Esperance Shire Council—£13,204.

- (6) No.

**ROADS WEST OF GRASS PATCH***Improvement*

6. Mr. MOIR asked the Minister for Works:

- (1) Is he aware that farmers in the area west of Grass Patch are unable to use some roads in this area during wet weather?
- (2) Has the Department of Main Roads any proposals to rectify this position?

Mr. ROSS HUTCHINSON replied:

- (1) The department is aware that some damage has been caused by heavy rain to the roads west of Grass Patch.
- (2) £20,000 has been provided in the department's current programme for roads improvements in the area. The work will probably be put in hand in October or November.

**SWAN DISTRICTS HOSPITAL***General Patients: Admissions*

7. Mr. BRADY asked the Minister for Health:

- (1) What number of general patients can be admitted to Swan Districts Hospital, Middle Swan?
- (2) What is the average number of cases admitted to hospital for the past twelve months?

*Provision for Children*

- (3) Is any provision made for children as patients?
- (4) What number of children were in hospital during the past year?

Mr. ROSS HUTCHINSON replied:

- (1) There is ward accommodation for 45 general cases.
- (2) General admissions totalled 2,542 in 1964-65—a monthly average of 212.  
Maternity admissions totalled 567—a monthly average of 47.
- (3) Yes.
- (4) 509 admissions.

**GOVERNOR STIRLING HIGH SCHOOL ANNEXE***Lighting*

8. Mr. BRADY asked the Minister for Education:

- (1) Is any arrangement being made to provide suitable lighting for school classes using the annexe at Governor Stirling High School?
- (2) Is he aware complaints regarding lighting have been made for the past two years?

- (3) As the annexe is going to be used for some years to come, will urgent attention be given to this vital matter?

Mr. LEWIS replied:

- (1) Yes.
- (2) Yes.
- (3) See answer to (1).

**MILK VENDORS' LICENSES***Number and Classes*

9. Mr. FLETCHER asked the Minister for Agriculture:

- (1) How many licenses are current to milk vendors serving residential areas?
- (2) How many vendors have a license for only one area?
- (3) How many vendors hold a license for more than one, two, three, to maximum?

Mr. LEWIS (for Mr. Nalder) replied:

- (1) 331 for the metropolitan area.
- (2) 80.
- (3) Two licenses: 41.  
Three licenses: 16.  
Four licenses: 12.  
Five licenses: 3.  
Six licenses: 1.  
Nine licenses: 1.  
Eleven licenses: 1.  
Twelve licenses: 1.  
Twenty licenses: 1.

Mr. Fletcher: Private enterprise!

Mr. Curran: Private enterprise!

**HONORARY MINISTERS***Daily Allowances*

10. Mr. JAMIESON asked the Premier:

While acting on Government business, why have the two Honorary Ministers been paid a daily allowance of much less than ordinary Ministers in view of the provisions of safeguard in section 41A of the Constitution Acts Amendment Act?

Mr. BRAND replied:

There is no provision under the Parliamentary Allowances Act, 1911-1962 for the payment of an allowance to Honorary Ministers additional to their salaries as members of Parliament. Under the authority of section 41A of the Constitution Acts Amendment Act, 1899-1963 provision is made by regulation for an Honorary Minister to be reimbursed at prescribed rates for expenses incurred by him while travelling in certain circumstances. The prescribed rates of expenses are the same as those paid to a Minister of the Crown.

## INDUSTRIAL ALLOWANCE AND SERVICE GRANT

### *Application to Metal Trades and S.E.C. Workers*

11. Mr. FLETCHER asked the Minister for Railways:

- (1) What weekly rate of—
  - (a) industrial allowance; and
  - (b) service grant;
 is paid to metal and electrical State Electricity Commission power station staff?
- (2) If any, how long have such grants been paid?
- (3) Is an issue of overalls made? If so, how frequently?
- (4) Were these additional payments achieved by argument in the courts of arbitration or first granted by consent?

### *Extension to Railway Employees*

- (5) If by consent, will he now recommend to the Government as an inducement for the retention of similarly skilled railway personnel at present being induced away from Government to private employment by over-award payments, the payment by consent of—
  - (a) industry and other allowances at least comparable to those applying to such personnel in Victoria and/or New South Wales;
  - (b) in excess of those applying to W.A. State Electricity Commission personnel mentioned;
  - (c) not less than that applying to State Electricity Commission employees?

Mr. COURT replied:

Questions (1) to (4) should more correctly have been directed to the Minister for Electricity, but after consultation with him I give the following answers:—

- (1) (a) No industrial allowance is paid to any metal or electrical tradesmen in the State Electricity Commission. Power station employees are paid £1 per week power station allowance in accordance with Engineering Trades (State Electricity Commission) Awards Nos. 36, 37 and 38 of 1961.
- (b) A service grant of 1s. per week for every year of service up to maximum payment of 12s. per week is paid conditional upon the worker being a member of the union covering his employment.

- (2) (a) Power station allowance has been paid from 1957 and included in Award No. 2 of 1957 by consent.
- (b) Service allowance has been paid from the 4th June, 1952, by agreement outside of the award.
- (3) Each worker is supplied with two sets of overalls annually after six months' continuous service. See Engineering Trades (State Electricity Commission) Awards Nos. 36, 37 and 38 of 1961, clause 30, subclause 15.
- (4) See answers in (2) (a) and (b).
- (5) The Government has already stated that it is not opposed to the principle of service incremental payments for continuous service by Government wages employees but, because of the industrial implications, has decided to refer the whole question to the Industrial Commission for determination, including to whom it shall apply and the amount of such service grant which should be paid. I understand that these matters are already under consideration.

It should be noted that tradesmen in the Railways Department already receive a loading of 15s. per week and electrical tradesmen an additional allowance for qualifications held.

## WUNDOWIE CHARCOAL IRON AND STEEL INDUSTRY

### *Pig Iron: Proposals for Processing, and Tabling of Papers*

12. Mr HAWKE asked the Minister for Industrial Development:

- (1) Have any suggestions or proposals for the processing of pig iron into castings at the Wundowie charcoal iron and steel industry plant been submitted to the Government or the Minister during the last three years?
- (2) If so, by whom and on how many occasions?
- (3) What was the nature in some detail of such suggestions or proposals?
- (4) Will he place upon the table of the Legislative Assembly the appropriate departmental papers?

Mr COURT replied:

- (1) and (2) On approximately five occasions since the 25th February, 1964, proposals and suggestions for the establishment of a modern foundry at Wundowie have been under discussion. Some of these

were submitted from the Wundowie board of management and others from the general manager.

- (3) The discussions were around the development of a modern mechanised foundry to be established at Wundowie to process hot metal into shapes required by automotive and other manufacturers within Australia. The output envisaged at this juncture is about 6,000 tons per year, mainly ductile cast iron.
- (4) To make public such papers would not be in the interests of the industry, which has to trade in international competition and is currently in the midst of expansion negotiations.

*Part Disposal: Negotiations and Parliamentary Approval*

13. Mr. HAWKE asked the Premier:

- (1) What is the broad basis upon which the Government is negotiating to dispose of a part interest in the State-owned charcoal iron and steel industry at Wundowie to a private company?
- (2) Will Parliament be given an opportunity to discuss the broad principles of any proposed arrangement before any agreement is signed and sealed by the Government in association with a private company?

Mr. BRAND replied:

- (1) The broad basis the Government is endeavouring to arrange is for a private company or companies to provide the capital which the Government would not be prepared to take from urgently needed loan funds for diversification and expansion of the industry's activities into a modern highly mechanised foundry.

On the present basis of negotiations a company would be formed in which the Government would take an interest in return for assets it contributed from the existing Wundowie industry on an agreed valuation.

The private company or companies would contribute cash for their share of the new company to provide the expansion capital.

- (2) The present plan is for negotiations to be brought to a stage where the Government and the company or companies concerned have reached

agreement subject to approval of Parliament and then the agreement will be submitted to Parliament for ratification. This is considered the only practical way of handling a proposition like this.

**SOUTH KENSINGTON OCCUPATIONAL CENTRE**

*Building Extensions*

14. Mr. DAVIES asked the Minister for Education:

- (1) What building extensions are proposed for the South Kensington Occupational Centre?
- (2) When is it proposed that work on any such extensions will commence?

Mr. LEWIS replied:

- (1) Home science facilities are listed for the South Kensington Occupational Centre.
- (2) This will be decided when the amount of available loan funds is known.

**DREDGE "SIR JAMES MITCHELL"**

*Maintenance Costs*

15. Mr. TONKIN asked the Minister for Works:

- (1) When was the dredge *Sir James Mitchell* on the slipway at Fremantle for its most recent maintenance and repair work?
- (2) What was the length of time that the vessel occupied the slipway?
- (3) What was the total cost involved?
- (4) Was the sale of the vessel under consideration at the time?

*Diesel Pumps: Number, Cost, and Disposal*

- (5) Were new diesel pumps purchased for installation in the vessel?
- (6) If "Yes," why were they not installed?
- (7) How many pumps were purchased and what was the total cost?
- (8) Where are the pumps at present?
- (9) Are the pumps to be handed to the purchaser of the *Sir James Mitchell* without extra charge?

*Sale*

- (10) Did consideration by the Government of the sale of the vessel arise as a result of an inquiry from a prospective purchaser?
- (11) If "Yes," on what date was the inquiry first made?

Mr. ROSS HUTCHINSON replied:

- (1) The dredge *Sir James Mitchell* was slipped for biennial survey and overhaul on the 20th October, 1964. A certificate of seaworthiness was issued as a result.

- (2) Thirty-one days.
- (3) Approximately £40,000.
- (4) The future of the vessel was under active consideration at the time but the possibility of its use at Fremantle had not been decided.
- (5) to (9) No new pumps were purchased for the dredge. The existing pumps were removed from the dredge and despatched to the State Engineering Works for examination. The pumps required considerable expenditure on overhaul and the decision was taken not to incur such expense until a definite assignment was available for the dredge. The contract documents covering the sale of the dredge informed tenderers as to the whereabouts and condition of the pumps and in their present condition they form part of the contract of sale.
- (10) When considering the future of the dredge, the Government was aware of the need for a dredge of this type to be established at Port Hedland for use by one of the iron ore mining companies.
- (11) The exact date of inquiry is not known, but discussions were held towards the end of the first quarter of 1965.

### INDUSTRY IN AUSTRALIA

#### *Assistance by States and Purchase of Japanese Machinery*

16. Mr. TONKIN asked the Premier:

- (1) Did the Government receive a circular from the Commonwealth Government advising that State Governments were expected to assist Australian industry?
- (2) Did this follow charges that, having contracted to buy huge quantities of coal and iron ore from the Queensland and Western Australian Governments, Japan has been applying pressure through her contracts to make the two States buy railway rolling stock, heavy machinery, and other engineering equipment?
- (3) Can it be assumed correctly from the statement made in September last year by Hajime Sugimoto that "because of a very active attitude by the West Australian Government, the Japanese visitors were optimistic about the chances of selling Japanese machinery and equipment to the mining companies," his Government had yielded to the pressure from Japan to the detriment of Australian industries?
- (4) Has there been any change in his Government's attitude on this matter following the Commonwealth Government's circular?

Mr. BRAND replied:

- (1) Such a circular in the past 24 months cannot be located or recalled. Time has not permitted a search of records prior to that.
- (2) See answer to (1) above. Also, no pressure has been exerted on the Western Australian Government by the Japanese through iron ore contracts for purchase of Japanese rolling stock, etc.
- (3) No.  
All the agreements with the iron ore developers include a clause which requires them so far as it is reasonable and economically practicable to use local material, plant, equipment, and supplies. To facilitate the carrying out of this obligation by the companies, the Government has appointed an officer to liaise with them to ensure that they are fully informed as to the capacity and diversification of local industry.  
Results have demonstrated that the companies have endeavoured to honour this obligation.  
Any success Japanese companies have had in selling materials and equipment is entirely the result of normal commercial dealings.
- (4) See answer to (1). In any case, no change of attitude has been involved.

### STANDARD GAUGE RAILWAY

#### *Crossings in Merredin Area*

17. Mr. KELLY asked the Minister for Railways:

- (1) What was the final decision re the allocation of level crossings to be installed on the west side of Merredin station when the standard gauge line is completed?
- (2) How many crossings will be provided as far west as the No. 4 pumping station?

#### *Service to Merredin: Commencement*

- (3) What is the anticipated date of providing standard gauge service as far east as Merredin?

Mr. COURT replied:

- (1) The existing level crossing will be retained. This will be over the standard gauge and one 3 ft. 6 in. gauge line only.
- (2) One.
- (3) Grain only—November, 1966.  
General traffic—1968.



## ELECTRICITY SUPPLIES FOR SOUTHERN CROSS

### Commencement

18. Mr. KELLY asked the Minister for Electricity:

When does he anticipate that the State Electricity Commission will commence the supply of electricity to Southern Cross?

Mr. BOVELL (for Mr. Nalder) replied:

Subject to delivery of material and availability of funds the commission expects to complete the substations and energise the Merredin - Southern Cross-Koolyanobbing line towards the end of 1966.

## WESTERN AUSTRALIAN MARINE ACT

### *Framing of Regulation No. 102: Advice from Organisations Concerned*

19. Mr. FLETCHER asked the Minister for Works:

(1) Did he or his officers seek the advice, opinions and/or co-operation of, for example, the Institute of Power and Marine Engineers, Merchant Service Guild, or Seamen's Union prior to gazetting Marine Act regulation No. 102—*Government Gazette* No. 29 of the 23rd March, 1965?

(2) If the answer is in the negative—

(a) is he aware that this regulation is causing concern to these organisations and many others;

(b) that these organisations, because of the nature of their calling, feel that their knowledge and advice could have been of considerable assistance to Crown Law officers in the framing of a regulation satisfactory to all concerned?

Mr. ROSS HUTCHINSON replied:

(1) and (2) Advice was not sought from the organisations mentioned as it was considered that the framing of the regulation should be looked at from a very broad State view and not considered in relation to individual requirements.

However, the Government is examining the present regulation to see whether it can be made more restrictive without hampering the progress of the huge projects in the north of the State.

## HOUSING AT ALBANY: REVALUATIONS

### *Effect on Rentals, Water Rates, and Purchase Price of Homes*

20. Mr. HALL asked the Minister for Housing:

As it is anticipated that recent revaluations of property by the Taxation Department at Albany will bring about steep increases in the U.C.V. and N.A.V., can he advise what the effect will be on State Housing Commission homes in Albany in respect of—

- (a) rental charges;
- (b) water rating charges;
- (c) purchasing price of State Housing Commission homes?

Mr. O'NEIL replied:

As the commission has not received any rating assessments based on the revaluation referred to, it is unable to predict effects on rentals. Such revaluation will have no effect on the purchase price of commission homes.

In regard to water rating and charges, it is suggested the honourable member inquire of the Minister for Works.

## POULTRY FARMING

### *Levy on Producers*

21. Mr. BRADY asked the Minister for Agriculture:

(1) Will the poultry levy being raised from commercial poultry keepers be levied on fancier and hobbyist poultry breeders?

(2) Will he state what is the full definition of "commercial purposes"?

(3) Will the levy be imposed on bantam hens?

(4) Will the Government ensure all levy payers get equal treatment from feed merchants etc?

Mr. LEWIS (for Mr. Nalder) replied:

(1) to (3) The levy is payable by all persons who own or control more than 20 birds over the age of six months, the eggs produced from which are sold or disposed of for gain.

(4) The Commonwealth legislation does not provide for any change in existing arrangements for the sale of poultry feedstuffs.

## POLICE AND CITIZENS YOUTH CLUBS' APPEAL

*Opening: Availability of Police Report  
Quoted by Minister*

22. Mr. GRAHAM asked the Minister for Police:

Will he please provide the questioner with a copy of the police report from which he (the Minister) quoted when officially opening the Police and Citizens Youth Clubs' Appeal on the 8th June?

Mr. CRAIG replied:

Yes.

## UNIVERSITY SENATE

*Reappointment of Sir Alexander Reid*

23. Mr. GRAHAM asked the Premier:

- (1) Is it a fact that Sir Alexander Reid has been approved by the Government for reappointment to the Senate of the University of Western Australia for a period of six years as from the 14th March, 1965?
- (2) What will be the age of the appointee at the expiration of that term?

Mr. BRAND replied:

- (1) Yes.
- (2) 81.

## POLICE AND CITIZENS YOUTH CLUBS' APPEAL

*Donation by Government*

24. Mr. GRAHAM asked the Premier:

- (1) Has the Government been approached for a donation to the Police and Citizens Youth Clubs' Appeal?
- (2) If so, when?
- (3) Has a decision been made respecting a donation?
- (4) If so, what decision?
- (5) If not, when can a decision be expected?

Mr. BRAND replied:

- (1) Yes.
- (2) The 22nd June, 1965.
- (3) No.
- (4) Answered by (3).
- (5) The matter is still under consideration. I might add that a youth council has been set up in this State. In dealing with appeals of this nature it is a question of what will be the basis in the future. The Government is considering this question before making a final decision.

## TRAFFIC CONTROL

*Inspectors: Health Standards and Qualifications*

25. Mr. ROWBERRY asked the Minister for Police:

- (1) What standard of health (other than being in possession of a motor vehicle drivers' license) is required by a traffic inspector under the Traffic Act?
- (2) What standard of physical condition, knowledge of the Traffic Act and regulations is set by local governing authorities before the appointment of a traffic inspector?
- (3) What knowledge of the Traffic Act and regulations is required of members of a local governing authority before exercising the right under the Act to review any action taken under the Act by the traffic inspector?
- (4) Has any local governing authority or any traffic control authority set up under the local governing authorities association ever set up or attempted to set up any standard or standards of qualifications to be required of a traffic inspector before he will be considered for appointment?

*Training of Inspectors and Education of Public*

- (5) What efforts (apart from police and safety council schools) have been made to—
  - (a) train traffic inspectors;
  - (b) promote road safety programmes;
  - (c) educate the public in traffic regulations and traffic conduct generally;
 by local governing authorities in this State?

*Police Officers: Health Standards and Qualifications*

- (6) What training does a police officer receive before he is posted to traffic?
- (7) What physical standards are required from applicants for entry into the Police Force?

*Country Areas: Takeover by Police Department*

- (8) Has he received any letters of protest against the taking over of country traffic control from any member of the general public?
- (9) If so, how many?

*Statutory Qualifications and  
Protection of Inspectors*

- (10) In the event of country traffic control being retained by local governing authorities, will it be possible and desirable to—
- set up statutory standards of qualifications required by traffic inspectors before appointment;
  - give protection to traffic inspectors from undue pressure or interference in the execution of duty under the Traffic Act and regulations;
- by means of legislation?

Mr. CRAIG replied:

- There are no standards required by the Traffic Act.
- to (4) As such standards are not required by the Act, it is presumed that each local authority will set its own standards and requirements. I am not aware of these.
- I am not aware of any training for inspectors, but believe some councils undertake road safety education.
- Every police recruit undergoes a four-months training course in Statutes, reporting and general requirements of a police officer. He is then posted to general duty under a sergeant or other senior officer. When he is subsequently selected for transfer to the Traffic Branch, he is given a concentrated two-week training course in traffic duties.
- Applications for enrolment in the force must be in the candidate's handwriting, and the applicants must be under 27 years of age at the time of enrolment, of good education, mentally, physically and constitutionally fit for service.  
Candidates must not be less than 5 feet 10 inches in height, and if under 6 feet must be at least 36.2 inches, and if 6 feet or over they must be at least 37 inches in chest measurement.  
A certificate of birth must be produced on demand. Each candidate will be required to submit himself to an examination in dictation and arithmetic and undergo a medical examination.
- No.
- Answered by (8).
- As the departmental committee has not completed its inquiries into the dual question of traffic licensing and traffic control, I am unable to answer this question.

**TEACH-IN ON VIETNAM**

*Authority for Conduct, and  
Organisation Concerned*

26. Mr. DAVIES asked the Premier:
- Was permission given by the University authorities to an organisation to conduct a teach-in on Vietnam in the University Arts Lecture Theatre on Thursday, the 5th August, 1965?
  - What was the name of the organisation concerned?
  - Was the permission given subsequently cancelled?
  - If so—
    - when was it cancelled;
    - by whom was it cancelled;
    - what were the reasons for the cancellation?

Mr. BRAND replied:

- Permission was not sought.
- to (4) Answered by (1).

**QUESTIONS (9): WITHOUT NOTICE**

**SHEEP CARCASSES**

*Sale of Mutton as Hogget: Prevention*

1. Mr. NORTON asked the Minister for Agriculture:
- As butchers are advertising and displaying carcasses of mutton for sale as hogget when not branded as such, does he consider that some action should be taken to stop this practice which is misleading the public?
- Mr. LEWIS (for Mr. Nalder) replied:
- This is one of the matters now being investigated by the Minister for Agriculture overseas. I understand that on his return he will give consideration to the comments which have been made by the honourable member.

**STEEL RODS**

*Shortage*

2. Mr. DUNN asked the Minister for Industrial Development:
- Is the Minister aware of a shortage of  $\frac{1}{2}$  inch round bar mild steel rod in this State?
  - If not, will he make inquiries with a view to informing the House of the future supply position of this size rod and any other sizes in short supply?
- Mr. COURT replied:
- and (2) I must admit I do not know specifically if that particular size is in short supply.
- Mr. Hawke: Good heavens!

Mr. COURT: Periodically we hear of some shortages of sizes, but there has not been any serious hold-up that I know of. However, I will make inquiries.

### MOUNT NEWMAN IRON ORE

#### *Location for a Port*

3. Mr. BICKERTON asked the Minister for the North-West:

Can he inform the House whether the Mount Newman iron ore group has yet decided upon a location for a port? If so, where is the location; and if not, when is a decision likely to be made, in view of the inconvenience obviously caused to local authorities and certain Government departments because of the difficulty of future planning without the availability of that information?

Mr. COURT replied:

Firstly, I would like to say that there is no inconvenience of any great consequence that I know of being experienced at the moment, because the Mount Newman agreement is of such a nature that the company does not have to build on the same timetables as Hamersley or Mount Goldsworthy.

Mr. Bickerton: The shire would be inconvenienced.

Mr. COURT: The shire has been in consultation with me consistently in recent days and has not expressed any inconvenience. They know of the circumstances at the present time. The initial approval is for Port Hedland; but the company in view of hydrographic information made available between the 16 and 25 mile limits outside Port Hedland, has sought an opportunity to consider alternative port locations. As to whether it goes to somewhere in the King Bay region or remains in Port Hedland, either in the inner harbour or Cooke Point is yet to be decided. We expect an answer from the company within a month, following conferences with experts, surveyors, and the Government.

### WHEAT HARVEST

#### *Handling by Railways Department*

4. Mr. CORNELL asked the Minister for Railways:

In view of the expectation of a record grain harvest this season and also adverse seasonal conditions in some of the Eastern States,

and the fact that Western Australia may be required to meet the market commitments normally supplied from Eastern States production; and in view also of the fact that an earlier-than-usual railage of wheat to ports in this State could be required, which movement could tangle with the outward-bound superphosphate traffic,—

Mr. Hawke: Semi-colon!

Mr. CORNELL: —will the Minister give a categorical assurance that the railways will be able to handle, and on schedule, the carriage of the ensuing season's wheat harvest without recourse to road transport?

Mr. COURT replied:

When it was known that this situation was likely to develop, I asked the acting commissioner to examine the position and he is quite confident that the harvest can be handled by the railways and include the superphosphate traffic at the same time.

### HAWKER SIDDELEY BUILDING SUPPLIES

#### *Cutting of Permissible Intake of Timber*

5. Mr. ROWBERRY asked the Minister for Forests:

- (1) Has the firm of Hawker Siddeley Building Supplies paid to the Forests Department the sum of £8,000 on account of failure to cut its permissible intake in the years 1962-1963 and 1963-1964?
- (2) Has the firm as well failed to live up to its obligation of cutting less than its permissible intake in 1964-65?

Mr. BOVELL replied:

- (1) I advised the Conservator of Forests that the provisions of the Forests Act must be complied with, and I have no doubt that the conservator will see that those instructions are carried out.

Mr. Tonkin: It is a wonder it is not under consideration!

Mr. BOVELL: The answer to the second part is—

- (2) If the honourable member will place this question on the notice paper I will give him a considered reply.

## SUPERPHOSPHATE WORKS IN NEW ZEALAND

### *Decentralisation: Study by Minister for Agriculture*

6. Mr. CORNELL asked the Premier:

- (1) Can he inform the House if it is intended that the study tour at present being undertaken by the Minister for Agriculture will be extended to include New Zealand?
- (2) If not, could he arrange that that dominion be included in the study tour with a view *inter alia* to enabling the Minister to investigate the decentralisation of super-phosphate works in that dominion?

Mr. BRAND replied:

- (1) and (2) I am under the impression that the Minister will be visiting New Zealand, but not for any time. However, if there is anything of this nature worthy of examination whilst he is on the way, we should take advantage of this journey.

## HOUSING AT ALBANY: REVALUATIONS

### *Effect on Water Rates*

7. Mr. HALL asked the Minister for Housing:

In view of his answer to question 20 on today's notice paper regarding State rental homes can the Minister give an assurance that the increased water rating which will result from the revaluations of properties will not be passed on as rent charges to people on an uneconomical rent?

Mr. O'NEIL replied:

Investigations today indicated that the revaluations currently in process in Albany were done at the request of the local authority and that there has been no request for a revaluation with respect to the determination of water charges.

## WUNDOWIE CHARCOAL IRON AND STEEL INDUSTRY

### *Pig Iron: Proposals for Processing, and Tabling of Papers*

8. Mr. HAWKE asked the Minister for Industrial Development:

With regard to question 12 on today's notice paper, would the Minister be prepared to make available to me for my personal perusal the departmental papers referred to in that question?

Mr. COURT replied:

I will have a look at the papers and if it is at all practical I will be only too pleased to do so. However, I should add that at the moment these papers are very much under review; but if I can do so without interrupting the present discussions, I will be only too pleased to let the Leader of the Opposition see them.

## UNIVERSITY SENATE

### *Reappointment of Sir Alexander Reid*

9. Mr. CORNELL asked the Premier:

With reference to question 23 on today's notice paper regarding the age of the recent appointee to the University Senate, in view of this gentleman's age, does that not cut across the Government's policy which is retirement at 70 or 72? I understand, in explanation, that some members of the Totalisator Agency Board have been required to relinquish their positions in recent months because of their age.

Mr. BRAND replied:

The policy of the Government in respect of retirement at 70 or thereabouts applies to those particularly receiving some payment or other, or some reward. In the case of Sir Alexander Reid's appointment, it must be realised that he is the Chancellor. He has served the university well and it was the desire of the Senate that he should continue. There is no payment as it is a voluntary job. As it is being done well the Government saw no reason why it should not reappoint him to the University Senate.

Mr. Graham: That would apply to a lot in the Public Service, too.

## COMMITTEES FOR THE SESSION

### *Appointment*

MR. BRAND (Greenough—Premier)  
[5.9 p.m.]: I move—

That for the present session—

- (1) The Library Committee shall consist of Mr. Speaker, Mr. Crommelin, and Mr. Norton.
- (2) The Standing Orders Committee shall consist of Mr. Speaker, the Chairman of Committees, Mr. Guthrie, Mr. Cornell, and Mr. Bickerton.
- (3) The House Committee shall consist of Mr. Speaker, Mr. May, Mr. Jamieson, Mr. Dunn, and Mr. Mitchell.

- (4) The Printing Committee shall consist of Mr. Speaker, Mr. I. W. Manning, and Mr. Fletcher.

Question put and passed.

## ADDRESS-IN-REPLY: SECOND DAY

### *Motion*

Debate resumed, from the 29th July, on the following motion by Mr. Rushton:—

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

**MR. HAWKE** (Northam—Leader of the Opposition) [5.10 p.m.]: First of all I would like to congratulate the new members of the House upon their election. I would also like to congratulate the Minister for Housing and the assistant Minister to the Minister for Railways upon their preferment.

I would like to say a word of encouragement to the honourable member for Dale in connection with the speech he made in moving the adoption of the Address-in-reply to the Speech with which His Excellency the Governor was pleased to declare open this session of the new Parliament. I was fascinated by one portion of the Speech made by the member for Dale. Instead of giving total credit to the present Government for everything which has happened in Western Australia since it became a State—which is the impression which Ministers have given to the public over the last four or five years—the honourable member was fair enough and broadminded enough to give credit to the people of the State right from the time the first pioneers came to Western Australia. That was fascinating to me and most encouraging. It clearly showed that at least one of the new members on the Government side is prepared to do his own thinking and, much more important, prepared to say what he thinks publicly. That is most refreshing to those of us who have been here for the last six years.

**Mr. Brand:** Don't let him pull your leg!

**Mr. HAWKE:** I was not over-surprised, because I know the father of the member for Dale. He was the mayor of what was then the Northam municipality. I was associated with him, naturally, in some of

those wonderful things the member for Dale saw when he had a visit through the Northam electorate some time back.

**Mr. Burt:** It couldn't have been the roads!

**Mr. HAWKE:** The father of the member for Dale does his own thinking and is not afraid to say what he thinks publicly. In fact the Premier and the Minister for Industrial Development and other representatives of the Liberal Party tried very hard to get the father of the member for Dale to oppose the present member for Northam a few years ago, and the reply they received was "Nothing doing. I support Mr. Hawke and I vote for him."

**Mr. Brand:** I don't recall ever approaching him.

**Mr. HAWKE:** The Premier might say he doesn't remember approaching him.

**Mr. Brand:** He didn't.

**Mr. HAWKE:** There are a lot of things the Liberal Party doesn't remember when it suits it not to remember!

**Mr. Brand:** As is the case with the Labor Party!

**Mr. HAWKE:** The father of the member for Dale himself told me he had been approached.

**Mr. Brand:** Certainly not by me.

**Mr. HAWKE:** I would be prepared to take his word against even the word of the Premier.

**Mr. Brand:** I just said I did not make any approach.

**Mr. HAWKE:** I have already congratulated the new Minister for Housing and also the assistant Minister to the Minister for Railways. I am very interested in trying to work out how they came to be preferred, and in this I am not casting the slightest reflection upon either one of them. I have had sufficient experience in public life to know that opportunity can make the man. However, we do know that someone early in the last session of Parliament passed the word to the honourable member who is now the Minister for Housing and the honourable member who is now the assistant Minister to the Minister for Railways to get up and say things, to become active in debate, to show they had dash and drive and ability.

**Mr. Brand:** I have heard that the member for Albany is destined for ministerial rank.

**Mr. HAWKE:** I do not think the member for Albany is ever likely to join the Liberal Party, so he is not destined for ministerial rank in the near future.

**Mr. Brand:** It would only be a rough chance.

**Mr. HAWKE:** It was both pleasing and entertaining to those of us on this side of the House, who watch carefully what

happens in this place, to find the member for Mt. Lawley—who of course is still the member for Mt. Lawley—and the then member for East Melville—and of course he is still the member for East Melville—suddenly burst into activity, because in the previous five years they had hardly said, “Boo” in the place.

It is true that the member for East Melville was tied up, being Government Whip, when the Government had such a small majority, and he was not able to study Bills and motions before the House. However, both of those members suddenly burst into activity and it became obvious that the race was on. Whether one was vying against the other, or whether both were trying themselves out at the suggestion of the Premier or the Minister for Industrial Development, I do not know. But, what I have said is correct.

I am wondering how the Premier, who has the personal right to choose Liberal Party members of the Ministry, finally came to the conclusion that those two members should be inspired to go into heavy training during last session and thereby demonstrate to other members of the Liberal Party in this House that they were entitled to favourable consideration whenever a vacancy in the Ministry occurred. I have no doubt that the Premier had discussions with the Minister for Industrial Development about the members who should be chosen for preferment.

Mr. Court: The good old Minister for Industrial Development!

Mr. HAWKE: I can imagine how the Premier and the Minister for Industrial Development went through the list of Liberal Party members who were considered to be available for preferment. I can imagine the Premier suggesting that the member for Blackwood should be considered. I think we all know from our experience through the years, of, and with, the member for Blackwood that he is a man of no mean capacity: a man of very considerable ability and wide experience, and a man who has travelled extensively. He knows the primary industries generally very well, and some of them particularly well.

A member: You will get on!

Mr. HAWKE: I am sure the Premier would put forward the name of the member for Blackwood for discussion with the Minister for Industrial Development, and I can imagine the reaction of the Minister for Industrial Development. He would probably say, “Not on your life! Not on your life! The member for Blackwood is too much an individualist.”

Mr. Court: He is too good a Speaker.

Mr. HAWKE: He is too strongly inclined to do his own thinking; too determined to say what he thinks and to stand by

what he thinks. The Minister for Industrial Development does not want that sort of man in the Ministry.

Mr. Brand: This is really powerful stuff.

Mr. HAWKE: I can imagine that the Premier did not continue for very long to press the claims of the member for Blackwood. The Minister for Industrial Development probably said, “Need I remind you, Dave, of the occasion when we wanted the Speaker to do something to help the Government a few years ago. He refused on the ground that it would not be constitutional.”

Mr. Brand: That is right. All the more reason that he should remain Speaker.

Mr. HAWKE: That was the case for the member for Blackwood. Then there is the member for Murchison. No doubt the Premier said, “The member for Murchison was responsible for our being in a position to form a Government, and therefore we owe him a debt of gratitude, and he has had considerable experience and polish in more than one direction.”

Mr. Moir: What about a representative from the goldfields?

Mr. HAWKE: I have no doubt that the Minister for Industrial Development said, “If we take the member for Murchison into the Ministry he will be all the time pressing for heavy expenditure from the Treasury to try to revive the gold-mining industry. That is no good to me. If there is any spare money in the Treasury for mining development, I want it in connection with iron ore.” And no doubt the suggestion of the Premier that the member for Murchison should become a Minister would mean that he would have to be Minister for Mines and would be making all sorts of demands on the Treasury, and that was sufficient to scare the Treasurer away from suggesting the member for Murchison.

Then there is the member for Claremont. Has he been shifted?

Mr. Ross Hutchinson: He is waiting with bated breath to hear what a good person he is.

Mr. HAWKE: The member for Claremont used to sit almost opposite to me and I looked across as I mentioned his name, but he is missing. However, we know that he is a specialist in the study of traffic problems and road safety. So he would well qualify for a position in the Ministry, more particularly when we consider the poor record of this Government in connection with the control of traffic and road safety. Surely if anybody should have been preferred for appointment to the Ministry it should have been a member of the Liberal Party who studied road safety and traffic control.

I suppose the Minister for Industrial Development saved the situation for the Premier by suggesting that the appointment of the member for Claremont to the Ministry would make it difficult for the Premier to go along to the Deputy Premier, or the Deputy Deputy Premier—if the Minister for Education is described as such at the present time—and say, "Look, I am appointing Bill Crommelin to the Ministry and I insist that he be Minister for Police and Traffic." The Deputy Premier—or the acting Deputy Premier—might have said, "You can jump in the lake. The Country Party is going to control traffic and road safety." So that was the end of the member for Claremont.

Then there is the member for Darling Range. He created a sensation in the politics of the State a few years ago by opposing the endorsed sitting Country Party member. The fact that the present member for Darling Range won that election and has held the seat ever since indicates that he is a man of some weight.

Mr. Hall: Physically?

Mr. Gayfer: He is a good all-round candidate.

Mr. HAWKE: He would be a good all-round candidate for any vacancy which came up in the Ministry. I suppose that after a little further thought the Premier said, "Well, it would be a bit of a slap in the face for the Country Party to appoint the member for Darling Range to the Ministry because there is still some ill-feeling in the minds of the Country Party members against the Liberal Party because of the fact that the Liberal Party endorsed the present member for Darling Range against the sitting Country Party member for the district and brought about the Country Party member's defeat." And so, because of the strange circumstances which surround the position of the present member for Darling Range, he could not be preferred.

Then there is the member for South Perth. Now if any Liberal Party member on the Government side has faced up to criticism of the Government by members of the Opposition during the last six years, it has been him.

Opposition members: Hear, hear!

Mr. HAWKE: He has been the most active and strongest supporter and advocate of the Government during the last six years. There is no shadow of doubt about that. He has been more effective than any individual member of the Ministry in defending the Government against Opposition attacks and criticism.

Mr. Cornell: He has Country Party leanings.

Mr. HAWKE: So the member for South Perth should have had a No. 1 priority, in my judgment, for appointment to the Ministry when a vacancy occurred. What a happy event it would have been had that

happened because tomorrow we could, with even more enthusiasm, wish him many happy returns of the day.

Why was the member for South Perth not appointed to the Ministry? The answer to this one is obvious. One can imagine the reaction of the Minister for Industrial Development when the Premier put forward the name of the member for South Perth. The Minister for Industrial Development would have said, "What, that no-hoper! Don't you remember what he said about us in this House last year in connection with B.H.P.? Don't you remember that he criticised us and condemned us and even threatened to vote against us because of what he alleged to be over-generous treatment by the Government of that company in connection with iron ore deposits in the north-west?" The Minister for Industrial Development would go on to say, "I won't have a man of Bill Grayden's type in this Government". And so, of course, that was the end of the member for South Perth.

Mr. Court: I hope my colleagues are listening. I am sure they are proud of this.

Mr. HAWKE: Now we come to the member for Subiaco.

Mr. Court: Very interesting, after what you said about him last year.

Mr. HAWKE: If ever a ministry needed a good lawyer, it is this one.

Mr. Guthrie: I will remember that.

Mr. Brand: I understood from your comments last year that you considered the member for Subiaco was not a good lawyer.

Mr. HAWKE: That was on one issue. Even judges make mistakes.

Mr. Brand: So right!

Mr. HAWKE: I think the Ministry would have been greatly strengthened, in this field at least, by the inclusion in the Ministry of the member for Subiaco. I have not been able to think of a reason, which even the Minister for Industrial Development could work out, why the member for Subiaco should be overlooked. I cannot imagine any good and sufficient reason, or even any plausible excuse that the Minister for Industrial Development could think up to say that the member for Subiaco should not be appointed. Then we have the member for Wembley.

Mr. Bickerton: We could not have a doctor in the Cabinet.

Mr. HAWKE: We heard him last session, or the session before, telling us all about fluoridation. He made a very good speech on that occasion, as he does every time he discusses a subject, especially one which has a medical bearing. But apparently the Premier and the Minister for Industrial Development felt that skilled men were not required in the Ministry. Evidently the Premier and



the Minister for Industrial Development in particular want to be able to dominate the Cabinet in connection with every issue. So these skilled men, such as the member for Wembley in his field, the member for Claremont in his field, and the other members to whom I have referred in their various fields, are not required. They are on the outer.

Then we come to the member for Wellington. We all remember the member for Wellington, as Chairman of Committees a couple of years ago. He bore the brunt of the introduction by the Government of the Bill to abolish the Industrial Arbitration Court as it then existed.

Mr. Rowberry: He met his Waterloo there.

Mr. Court: I well remember what some of your colleagues said about him at that time.

Mr. HAWKE: And I well remember what some of us said about the Minister for Industrial Development at that time.

Mr. Court: Of course I am lonely if you don't say those things. It is so constant.

Mr. HAWKE: I think the member for Wellington was entitled, as a reward for his efforts on that occasion, if for no other reason, to favourable consideration for the Ministry. Then there is the member for Bunbury.

Mr. Williams: I did not think I would get a mention.

Mr. HAWKE: He is the last one I intend to mention, and I apologise to the others who were available and whose names have not been mentioned. The member for Bunbury saved the Government and has continued to enable it to exist. But apparently he is not entitled to any consideration either.

Of course, most members to whom I have referred represent country electorates and I suppose, in pursuance of the Government's broad policy of centralisation, members who represent country electorates are not wanted. It may be that the Premier and the Minister for Industrial Development said to one another, "We have enough members from country districts in the Ministry. All the Country Party members in the Ministry represent country electorates and that is a fair proportion. So we had better give preference to two metropolitan members in the appointment of the new full Minister and the new assistant Minister"; and so that could have been another reason why the situation worked out as it did.

As I said at the beginning, I offer my congratulations to the new Minister for Housing and to the new assistant Minister. I am confident they will both apply themselves diligently, conscientiously, and with ability to the tasks which they have to

perform; and I hope, and have some confidence in this direction too, that the opportunity which has come their way will lead to the development of their latent abilities and enable them to become effective Ministers of the Crown and give reasonable service to the Government of which they are members, and to the people of the State.

Mr. Ross Hutchinson: End of the kiddies' session! Or was it "kidding" session?

Mr. HAWKE: No. I think the examination which I have made of the situation is reasonable. I am not saying that I am 100 per cent. accurate in everything I have said, but even the Minister for Works would not deny that each of the members to whom I have referred, and who have not been chosen, was entitled to very careful consideration if not to favourable consideration.

I now want to say a few words about finance. When Labor Governments have been in office in this State it has always been the practice of leaders of the Liberal Party to criticise and condemn those Governments, and especially the Treasurers of those Governments, for deficits which have occurred in the Consolidated Revenue Fund. The leaders of the Liberal Party in those criticisms have tried to brainwash the public into believing only Liberal Party men can successfully manage and control the finances of the State; because the myth is that Liberal Party Ministers, because of some close association with business concerns, are somehow or another better able to know the value of a pound than men who would constitute a Labor Government and who might not have been actively and closely associated with any business concern.

Therefore it was more than surprising to find a State deficit of £2,349,000 for the financial year 1964-65. I can imagine the criticism and condemnation which leaders of the Liberal Party would have hurled against a Labor Government had it been in office and incurred a deficit of this magnitude. There would have been all sorts of allegations of financial incapacity, of carelessness, of extravagances, and the rest of it. In fact, on the occasions when I was Premier and Treasurer of the State deficits were incurred, some large and some small; but irrespective of whether the deficit was large or small we always received that sort of attack, that sort of criticism, and that sort of condemnation. So we have, as I say, a deficit in the State Accounts for the financial year 1964-65 of well over £2,250,000.

What is the reaction of the Premier to this deficit? Straightaway he thinks of only one thing—increased taxation. This is the same public man who, a little over six years ago, told the electors of Western Australia that State taxation had reached the breaking point. If we apply the same

weird logic which the Premier applied in the debate we had here last night, and say that a statement someone made in Parliament 11 years ago is binding, then I think we could apply the statement the present Premier made six years ago about taxation having then reached the breaking point and say it is binding upon the present Government and it cannot increase taxation any more. But, of course, I do not follow that brand of weird logic at all, because it is crazy.

It looks as if taxation is to be increased. The Premier has already set a few kites flying to see what the public reaction might be and, as he anticipated, the public reaction is more or less nil. The public are not interested in prophecies of increased taxation. The only time the public become interested in taxation is when they get a bill and find they have to pay much more this year than last year for water, motorcar licenses, or whatever it might be. Then there is a bit of an outcry and a bit of an uproar; but by then, of course, the legislation which imposed the increased taxation has been approved by the supporters of the Government in both Houses of the Parliament, and the protests and the complaints from the public soon fade away and there is no more to it.

I want to have something to say about traffic control and road safety. As those members who have been here in previous Parliaments would know, it has been my practice to concentrate upon this question in the hope that more effective methods might be employed to contain the road accident situation within a reasonable measure. I do not minimise, and never have minimised the difficult nature of this problem. It is obvious to anyone who drives a motor vehicle, or to anyone who watches them being driven, that most of the responsibility for accidents must come down finally upon the individual drivers.

Mr. Craig: Hear, hear!

Mr. HAWKE: It is not always the careless and reckless driver who comes off worst in these road accidents, unfortunately. All too often the careful driver, and the good driver is involved in a serious accident because of the carelessness and the recklessness of other motor vehicle drivers on the road. At the present time there is going on the argument as to whether the control of all road traffic in Western Australia should be taken over by a Government department, or whether the situation should be allowed to remain where it is, with the Government department controlling road traffic within the metropolitan district and each individual local governing authority controlling traffic in its particular district.

I am inclined to the view that what we need is not total control by the present Government department, or total or

partial control by local governing authorities. I am inclining to the thought that we need a new set-up altogether—a new administrative organisation made up of representation from various important sections of the community, with an administrative staff of specially trained experts. I say frankly it is not the administrative job of the Police Department, as such, to control traffic and promote road safety. I quite agree the Police Department should be the enforcing authority to the fullest extent possible.

However, the duties of the Police Force these days are such, and the demands upon the force in other directions are such as to make it illogical to think the police, who are trained to prevent and detect crime should, at the same time, have imposed upon them this other very onerous, continuous, and difficult duty. I am inclined to the thought, not that I have made up my mind absolutely on the point, that it is expecting too much of men to expect them to be experts in crime prevention and detection and, at the same time, to be experts in the control of traffic and the minimising of road accidents for the promotion of road safety. I think the control of road traffic and the promotion of road safety together are so important, so vital, and so difficult as to require a total new set-up altogether on the administrative side.

I have already said that on the enforcement side the police could still be used in part of the State at least. I am also inclined to the belief that there is a great deal too much generalisation in regard to this problem of traffic control and road safety. A great number of campaigns are initiated; they are enthusiastically carried on for a month; and they are then dropped. A new campaign comes along and this is also dropped. I was amazed to read recently in the newspapers a statement from the traffic authority, telling motorists that on a particular Sunday there was to be a very vigilant watch kept by patrolmen and others for the purpose of detecting unworthy vehicles on the roads on that particular Sunday.

What sort of an approach is that? I would think that had I been in the position of operating an unworthy road vehicle I would have kept it in the garage on that Sunday. I would be surprised if a considerable number of people who operate unworthy road vehicles did not keep their vehicles at home that Sunday. What is the sense of warning people in a situation of that kind, if the authority is really determined to discover every unworthy road vehicle which is in operation on the roads, or to discover as many of them as possible?

Let us come right home to this Parliament House building. There is an intersection a few yards away—the intersection

of Harvest Terrace and Parliament Place. I ask members to go there when the traffic is busy and see what a shambles it is. It is just 20 yards away from this building. The parking of vehicles on the bitumen section of the road should not be allowed at all if we are serious about trying to establish safe conditions on the roads for moving vehicles. I do not know the exact width of the bitumen in Parliament Place, but it is very narrow. Yet we find vehicles are permitted to park for periods on the north side of Parliament Place. That does not leave room for two vehicles to pass safely when one is travelling eastwards and the other westwards. In addition, where vehicles are permitted to be parked on the north side they are allowed to be parked at the eastern end almost to the intersection. When a car is being driven from the west end of Parliament Place to the east end the driver cannot get any reasonable vision of the traffic which might be coming from Harvest Terrace and Hay Street.

When we see that sort of situation existing just outside Parliament House building, what confidence can we have in the administration? I am not suggesting for a moment there should be greater safety measures on the roads around Parliament House than anywhere else. I am only citing this example to indicate that the consideration which the present traffic control authority is able to give to the promotion of road safety is deficient; it is far less effective than it should be. In my view the main reason for that is that the department which administers traffic control and promotes road safety in the metropolitan area is a department which basically is not equipped, not skilled, and not trained effectively to do the job.

Therefore I repeat, as I said a few moments ago, I am inclined to the thought that the toll of the road is now becoming so terrific and so frightening as to justify serious consideration of the suggestion that there ought to be a new and separate authority set up to concentrate wholly and solely on the task of developing better control of traffic, and of promoting more effective means of road safety.

I want to give another example what happens in connection with traffic control and road safety, because this is one with which I am more personally concerned. Some time ago the traffic authority—that is, the traffic section of the Police Department—had consultations with the local authorities between Perth and Northam in respect of the control of traffic on the Great Eastern Highway between those two points. It was agreed that maximum speed limits should be set between Perth and Northam. The maximum speed limits naturally differ as one travels along every few miles or so. I have no opposition at all to the measure which was put forward for trial. I will

have something more to say about the total scheme and the experience of it a little later on if circumstances permit.

However, on the 17th May this year, I wrote to the senior traffic controlling authority in the metropolitan area and offered two suggestions for consideration in connection with the scheme. The first one was that something should be done to reduce the new maximum speed limit in the vicinity of the Clackline State School. This State school is situated very close to the Great Eastern Highway on the western side of Clackline. Up till the time of this new system the authorities up there had a 35 mile per hour speed limit within the vicinity of the school. When the new scheme came in the maximum speed limit was increased to 50 m.p.h. I thought that was sheer madness.

Mr. W. Hegney: It is not a straight road either, up there.

Mr. HAWKE: Not only did it indicate a total disregard for the safety of the school-children concerned, but it is so unnecessary. Do members know how much a motorist would save by travelling at 50 m.p.h. from that point to the 40 m.p.h. sign about 300 yards further on, as against travelling at 35 m.p.h. from that point to the point some 300 yards further on nearer to the town? Members can work it out in their own minds as to how much time a motorist would save. It would be a matter of two or three seconds at the outside. Yet on this occasion the maximum speed limit in that area was increased from 35 m.p.h. to 50 m.p.h.

The second suggestion I put forward had to do with an increase in the speed limits which was proposed somewhere about the 36 mile peg. There is a 50 m.p.h. limit prior to the 36 mile peg which is about part way around the curve; and the curve itself is very much like a snake in a fit. A sign was installed at the 36 mile peg increasing the speed limit which operates immediately further back to 55 m.p.h. I wrote in and suggested I thought it was unwise to provide for an increase in the speed limit part way around the curve, more especially as the view on the right hand side as one is travelling to Northam is obscured to some extent; and in addition there is a bitumen road which goes out from the Wooroloo township and joins the Great Eastern Highway part way around the curve.

It seemed to me the sensible thing to do in the interests of road safety was to maintain the same speed limit which operated prior to the 36 mile peg—50 m.p.h. around a very great curve which exists at that point. I received a reply from the chief traffic authority to whom I have referred previously, and there are portions of it which I will read to the House, because the views expressed in this official letter scare me; they frighten me;

they make me feel the authority is more concerned with allowing motorists to speed excessively than with the promotion of road safety.

I think the impact which some of these extracts which I will read, will make upon the minds of members will cause them to think much along the same lines as I think myself. In the first place this authority was wrongly advised by somebody in connection with the 35 m.p.h. maximum speed limit which previously operated past the Clackline State School, because in this letter it is claimed the 35 m.p.h. speed limit which previously operated had application only to heavy vehicles; heavy trucks. That was not so, of course. It had total application to all vehicles, whether they were small, light, motorcars or the heaviest trucks on the road. I would ask members to listen to the following extract from a letter:—

It is felt that to limit the speed of vehicles past the school to a legal 35 m.p.h. may be unreasonable, considering the very short period of time the restriction would have any possible value.

There is no concern there at all for road safety. I would also ask members to listen to this:—

It is considered that provided normal care is taken by the children when crossing the road, and they walk along the extreme edge of the carriageway no undue danger has been created by the new speed.

Can you believe that, Mr. Speaker? I think I should read it again—

It is considered that providing normal care is taken by the children when crossing the road, and they walk along the extreme edge of the carriageway, no undue danger has been created by the new speed.

If that does not rattle the confidence which members may have in the existing authority in the metropolitan area in relation to control of traffic and the problem of road safety, it would take an earthquake to rattle their confidence.

Now listen to this in connection with the other suggestion which I put forward—

It would be neither logical nor practicable to maintain a reduced speed limit of 50 miles per hour where the survey shows the majority of vehicles are travelling at least 10 miles per hour faster, as such limit would not be observed by the majority of drivers.

As the member for Mt. Hawthorn interjects, why have any speed limits? Prior to this there were no speed limits on the open road between Perth and Northam. Now they have put in these speed limits every few miles. They vary. One goes cross-eyed in trying to keep up with them and adjust one's speeds accordingly if one

is always wanting to travel at the maximum permitted; but here we have in writing from the traffic authority in the metropolitan area a statement that the declaration of a lower speed limit than 55 miles per hour at a particular point on a dangerous curve would be useless because it would not be observed by the majority of drivers.

I want to make it quite clear at this stage I am not trying to provide country local authorities with good ammunition to defend themselves against a possible move to take over control of traffic in all country districts and to monopolise State-wide control under one authority. I am not deliberately trying to do that at all, because I would have said the same things as I have been saying and quoted these extracts had the Government not appointed the committee which it appointed a few weeks ago to investigate the problem of traffic control in Western Australia.

The portions of the letter which I have read rattled me I must frankly admit. I never imagined one could get replies of that type from an authority charged with the responsibility of controlling traffic and of promoting road safety—an authority which presumably has made some move to try to get the Government to extend its control State-wide; so I wrote back to the authority concerned by way of appeal. Then I got a long letter back which I will not quote except briefly.

This later letter states that speed checks were taken in the Clackline State School area when the 35 miles per hour speed limit was operating and it was found that 85 per cent. of the vehicles were travelling at less than 49 miles per hour, 50 per cent. at less than 42 miles per hour, and 7 per cent. at the exact 35 miles per hour speed limit. What that was supposed to prove I would not know. Then this, which is a classic, too—

A satisfactory answer could be found by parents forming a roster arranging for their children to be met and seen home safely, or by a guard-controlled crossing.

Is not that wonderful? The concern of the traffic authority apparently is not the safety of the children or anyone else, but the speed at which drivers of motor vehicles can travel along the highway. I say a traffic authority which gives preference to faster speed as against road safety is one which does not have my confidence. That was a shocking suggestion for any authority to have me pass on to the parents of the children concerned; and I refused to pass it on to them.

Finally—and I am not sure whether this was supposed to blind me with science and choke me out of the argument altogether—this authority sent me what is described as a copy of the philosophy of speed zoning as prepared by an officer of the Main Roads Department.

Mr. Tonkin: Did you read it?

Mr. HAWKE: It is a pity someone did not prepare a philosophy of the safety of children—and adults, too, for that matter—on the road. This copy of the *Philosophy of Speed Zoning* was typewritten and there were 9½ pages of it.

Mr. J. Hegney: A thesis.

Mr. HAWKE: It was accompanied by a mass of statistics, by plans in great detail, and also there was forwarded with it a photostat copy of an article which was published in *The Australian* on the 2nd February, this year. This news article or news paragraph evidently come from the United States of America and it was headed, "Sixty can be safer." The article goes on to claim that 60 miles per hour can be safer than 40 miles per hour. Of course, in some situations it could be, too; but what a crazy claim to make in a full and total conclusive sense in relation to the whole problem of the speed of motor vehicles on the road.

I was a bit fascinated by the heading so I read this, but not the 9½ pages; and I did not carefully study the detailed plan or try to absorb this mass of statistics.

Mr. Craig: You might have been better informed if you had.

Mr. HAWKE: I should hope I would be as well informed as the Minister.

Mr. Tonkin: Has the Minister read it?

Mr. HAWKE: I am arguing the welfare and the safety of the people who have to use these roads, including the motorists, too.

Mr. Court: I don't think it is right to condemn the thing if you haven't read it.

Mr. HAWKE: I am not condemning it; I am saying this mass of stuff was sent to me, together with the letters from which I have made extracts. I am not condemning this at all; I am not proposing to try to understand it. I am trying to look at this from a commonsense, humanitarian point of view. My only concern is road safety. I am not concerned a bit with whether somebody who leaves Perth in a hurry for Northam can get there in 65 minutes as against 70 minutes if the alterations which I have suggested were to be made. I do not think we should pander to the speed merchants on the road at all. The more speed that is given to them, the more speed they will take. There is no shadow of doubt about that. In connection with this controlled maximum speed system, I also agree it is better, by and large, than the old uncontrolled system where drivers of motor vehicles had no maximum speed imposed upon them on the open road.

Mr. Gayfer: Has it reduced the accidents on that road?

Mr. HAWKE: I could not say. As I was saying, I read this "Sixty can be safer" article and it is an extraordinary article

in many ways because it claims in one place a vehicle travelling at 40 miles per hour would have the same accident risk as a car averaging 80 miles per hour, which is supposed to have been proven by some survey made in the United States of America.

I am sure the Minister for Industrial Development and the Minister for Police would feel a claim of that kind is something which would have to be taken with a hundredweight of salt. I know one could conceive a particular situation where 80 miles per hour could possibly be safer than 40 miles per hour. I suppose that would be the case when a bush fire was raging along the road behind one and one wanted to get away as quickly as possible. If one were travelling at 80 miles per hour one would get away; but if one were travelling at 40 miles per hour one would be overtaken by the bush fire and perhaps burned to death. But surely we are not dealing with particular isolated instances! Surely we are trying to find a solution to the problem which is growing in gravity and which is killing people and maiming people by the hundreds and by the thousands!

Motorists would have lost nothing if there had been imposed a maximum speed limit of 40 miles per hour as against 50 miles per hour past the Clackline School for 300 yards, or even a 35 miles per hour speed limit as previously. No motorist would have been embarrassed or caused any inconvenience or loss of income. It is true that when 35 miles per hour was the speed limit some motorists who travelled very fast through the area were apprehended, taken to court, and fined—as they certainly should have been. They lost, but they will gain by the new set-up.

Mr. Tonkin: They should not have been prosecuted in view of the fact that the law is going to be amended!

Mr. HAWKE: However, as against the loss which motorists suffered previously when they travelled at excessive speeds past the school and were apprehended, there was a greater safety for the children who had to attend that school whenever the school was in session. Surely we are not developing a state of mind in connection with the philosophy of speed zoning which gives greater consideration to the hurry of motor vehicle drivers as against the welfare and safety of school children! I cannot believe that is so; yet the article which I have received from the authority would seem to indicate it is so.

The other suggestion down at the 36-mile peg would not cause a motorist to lose five seconds of time. My suggestion in regard to the 36-mile peg maximum speed limit was not rejected because it was considered to be impractical or unwise; it was rejected because it was claimed motorists who travelled faster

than the allowable maximum speed limit would not be apprehended and that most motorists would travel beyond the speed limit anyway.

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

Mr. HAWKE: I have in recent days written to the Minister for Police and Traffic by way of an appeal against the decision made by the traffic authority in connection with the two points I discussed earlier.

I notice that in the Governor's Speech the Government sets down the actual total deficit for the last financial year in relation to the Consolidated Revenue Fund, but in connection with the railway finances it tells only part of the story, and that being by far the brighter part. I think it advisable to complete the part of the story as set down in the Speech. The information contained in the Speech is—

Railway earnings in the past financial year were £1,750,000 greater than operating expenses before the inclusion of interest and depreciation. This result was some £300,000 better than in the previous year.

Why the Government did not tell the whole story in connection with the finances of the Railways Department over the last financial year, I leave to the imagination of members. The overall deficit for the year in the department was £3,550,000, which was an increase of some £200,000 over that of the previous financial year.

It would have been a fair and reasonable thing for the Government to include these additional figures in the Speech. As the Speech now stands, in dealing with railway finance, the public is given to believe that the financial result was all right, very good; whereas, in fact, as I said, when everything is taken into consideration there was an overall total deficit of £3,550,000.

The Premier, on the 27th July, gave to a representative of *The West Australian* newspaper a statement which was published the following day. The article is headed "Brand Hits at Move on State Basic Wage" and in part reads—

Premier Brand hinted at possible moves on these lines yesterday when he said W.A. could not afford to have a higher basic wage than other States.

He said it was significant that the former Labor government in New South Wales last year had brought State and federal basic wages into line and abolished quarterly adjustments because of their adverse effect on the State.

I would hope very much that the Government will not take any action this session, or any other session, to bring the basic

wage in Western Australia down to the level of the Federal basic wage; or any supplementary action following that to keep the State basic wage in Western Australia down to the level of the Federal basic wage.

The fairly recent decision of the Federal Arbitration Commission was a most unjust decision, viewed from any angle. There had been an increase in the cost of living officially calculated at 12s. per week up to the time the Australian Council of Trade Unions made application to the Federal Commission for a corresponding increase in the basic wage.

That 12s. a week increase in the cost of living had occurred over a period of 12 months; and, as the cost of living had increased during the 12 months, so the purchasing power of the Federal basic wage had been reduced. In other words, the hundreds and thousands of men and women in Australia receiving the basic wage had suffered some reduction in purchasing power during the year. In the first quarter they had suffered a reduction of so much a week in purchasing power; in the second quarter so much; in the third quarter so much; and in the fourth quarter so much, making a total for the whole year of 12s. per week.

Before the Federal commission gave its decision of no increase whatsoever, I think there had been another 2s. increase in the Federal basic wage, under the consumer price index as prepared by an official of the Commonwealth Government. Therefore the purchasing power of the Federal basic wage has now been reduced by 14s. per week compared with its purchasing power when it was first declared some 15 months ago.

It is not necessarily the total amount of money in the pay envelope which is the most effective way of working out the value of wages and salaries; it is more the amount of goods and services which the amount of money in the pay envelope will net; will purchase; will pay for. So, clearly, the decision of the Federal Arbitration Commission, made fairly recently, laid down in effect that the purchasing power of the Federal basic wage, in respect of people working under Federal awards, was to remain reduced by from 12s. to 14s. a week.

I submit that nobody can justify that sort of situation; and I certainly hope the Government in this State will not initiate any move in this Parliament which would have the effect of reducing the State basic wage in Western Australia down to the level of the Federal basic wage.

It is only a short time ago that this Parliament very severely amended the State arbitration law. When that law was amended, the proposed new commission was given power by the Parliament to use its discretion in relation to the adjustment

of the State basic wage whenever any movement in the cost of living required consideration by the members of the commission in relation to the question whether an adjustment would be made to the State basic wage. If it was good enough 18 months ago for Parliament to do that—to leave the commission with an absolute discretion to use its own judgment—then surely it is good enough for that situation to be continued.

It would be a most unfortunate and unjust thing for the Government to ask Parliament this session, or any other session, to amend the law to take away from the commission the right to continue to make quarterly adjustments to the State basic wage should the members of the commission, or a majority of them, decide that was the fair and just thing to do; and it would be even worse—many times worse—if the Government introduced legislation into Parliament to bring the basic wage down to the level of the Federal basic wage.

The only other subject I wish to talk about has to do with the kite flying which has been going on in connection with the charcoal iron and steel industry at Wundowie. All of a sudden, out of the blue, the public is rather blandly informed that the Government is negotiating with a private company for the purpose of taking that private company, or some private company—whichever one is finally decided upon—into some sort of partnership in connection with this industry.

In reply to questions on this matter this afternoon, the Minister for Industrial Development told us that as far back as five years ago, proposals had been put up by those associated with the industry at Wundowie to have the plant extended and modernised in order that far more extensive processing than is possible with the existing equipment could be carried out there.

We all know that development in manufacturing and processing industries over the last five or six years has gone on apace. It is right and proper, therefore, that those associated with the management and operation of this industry should make representations to their Minister and their Government to have additional plant installed at Wundowie and so enable additional processing work to be carried out.

Mr. COURT: Did you say five years ago?

Mr. HAWKE: Yes; I understood the Minister, in reply to my question, to say that representations had been made to him over five years ago.

Mr. COURT: I think the date they gave was the 26th February, 1964.

Mr. HAWKE: I may have heard incorrectly in connection with the matter.

Mr. COURT: Whatever date was mentioned it was as a result of inquiry.

Mr. HAWKE: I accept that without any question. From what the Minister now says the first request or set of proposals put up was made early in 1964. However, from my point of view that does not alter the situation, because it shows the management was anxious to develop the industry further: to expand it, to undertake additional processing activities to employ more people, and to improve the financial operations of the industry.

I have only sketchy information about the proposal that was put forward. However, I understand it would have increased the sale value of pig iron from say, £25 a ton to at least double that figure by the installation of this additional equipment and the further processing of the pig iron into castings and the like. I also believe the financial operations of this proposal, had it been put into operation, or whenever it is put into operation, would have been, and will be, very profitable indeed. That seems to stand to reason if, by some additional processing of a product, one can, in the further sale of the processed article, receive twice as much per ton for it than one was receiving for the pig iron without any further processing of that commodity.

I can quite realise that should the Government succeed with its negotiations the industry at Wundowie will be expanded; more people will be employed; the whole set-up will become more active, and I should hope, become very profitable. The only reason the Minister seems, so far, to have given for the Government itself, through the board of management of the industry, not having agreed to advance the finance so that the board itself could install this additional equipment, is that the Government could not make the necessary amount of money—approximately £500,000—available because loan funds allocated to the Government from year to year are not sufficient to meet all the other demands which are made upon those funds, including, of course, demands for moneys to be spent on schools, hospitals, water supplies, and so on.

I should have thought the Government could have made arrangements to obtain this money outside of loan funds. We have funds available to us in the Rural and Industries Bank. We have a public. The public of Western Australia, by and large, are interested in this industry at Wundowie and have watched its progress very closely. I think there would have been sufficient people in Western Australia who would be prepared to provide the £500,000 required to enable this industry to expand in the manner indicated.

I would not feel so concerned about the situation as I do if it were certain that a Western Australian-owned company were to be the company to be taken into partnership with the Government, although I would have some misgivings in

that direction mainly on the ground that if the proposed extension of the industry is to be highly profitable, surely the State and the taxpayers of the State as a whole should be the ones to benefit, seeing that they have had to carry the burden of the developmental struggle and the financial struggle which the industry has had to face through the years of its operation.

If there is a lot of cream now to be developed and considerable profits to be made because of the proposed additional processing of pig iron, it seems to me to be fair and reasonable that the State and the people of the State should enjoy the full benefit of it. It seems quite clear that the Government is determined to go ahead and provide a financial and practical interest in the proposed expanded industry to some private company. I therefore appeal to the Government to do its absolute utmost to ensure that a Western Australian company is given that opportunity, even if the local company is given a rather better deal than the Government might be inclined to give to an Eastern States company.

Mr. COURT: We have been trying to obtain Western Australian ownership, but without success.

Mr. HAWKE: Yes. But if the Government decides to go ahead, I want it to try even harder than it has done so far to get a Western Australian company interested in the deal. As I said a moment ago, I am sure the public of Western Australia would be interested in a practical way to the extent of subscribing a considerable amount of money for the proposed extension if the proposals could be developed in such a way by a local group or local company to give the public of Western Australia an opportunity to subscribe.

If legislation were to be required to enable that sort of approach to be made, such legislation should be drafted and introduced. Although I would not be keen to support it, because I think the industry should remain completely State-owned and State-operated, nevertheless it would be the lesser of two evils—if I may put it that way without any vicious intent—and I sincerely hope the Minister for Industrial Development especially will give that very close consideration with a view to seeing whether some practical result cannot be achieved and developed along those lines.

MR. BURT (Murchison) [7.54 p.m.]: I would like to preface my remarks by adding my congratulations to you, Mr. Speaker, on your re-election, for the third time, to the very high office you occupy. I think that your ability, together with your knowledge of parliamentary procedure and sincere impartiality has earned you the respect of members on both sides of the House and I trust you will continue to serve long in your present office.

I should also like to congratulate the three new Ministers who have been appointed, although at one stage this afternoon I had visions of the whole Cabinet resigning *en bloc* after listening to the oratory of the Leader of the Opposition, and I thought that the members of his shadow Cabinet, whom he has so carefully selected, would be taking the Ministers' places. I am glad to say, however, that such a move did not take place and wiser counsel prevailed.

With your permission, Mr. Speaker, I would also like to add my words of sympathy to those that have already been expressed to the relatives of the late Emil Nulsen. Although in the latter stages of his career Mr. Nulsen represented a southern electorate, he was originally associated with the district I represent. He was born, I think, in Lawlers, and spent many years of his life in Wiluna, where, incidentally, he was a very able amateur jockey. He was a very kind-hearted man who went out of his way to help anybody, including new members of Parliament, regardless of which side of the House they sat. He was very good to me during the early years of my attendance in this House, and I think his passing will be regretted deeply by all of us.

In the Speech with which he opened Parliament last week, His Excellency referred to the tourist industry and said that tourism was now the second largest earner of income from the Eastern States for Western Australia. In taking that as a subject this evening I would like to bring to the notice of the House that a road exists in central Australia running from the Warburton Ranges to the heart of Australia and down to Ayers Rock, and this road, in its present state, is quite trafficable and I feel it could be made a very attractive tourist route between Western Australia and the Eastern States.

Recently, the shire council of Laverton, together with representatives of a conference of goldfields local bodies, brought the existence of this road to my notice. For some years I have heard of a road which left the Warburton Ranges in an easterly direction to Blackstone Ranges and then proceeded more or less in the same easterly direction to South Australia. However, on several occasions, tourists and travellers have been refused permission to enter South Australia through that particular area because it surrounds a very large native reserve. Representations which I and others have made to the authorities in that State did not produce much result, and I think that particular road could be discarded in favour of this alternative route which goes to the north.

There is a man living in Leonora named Bob Collard, who, on several occasions, has made the trip from Laverton along



this road to Ayers Rock, and only a few weeks ago he took a party of tourists along a circular route which occupied about two weeks, and when he returned he was full of praise and enthusiasm for the scenic beauties they had seen on that particular road.

When one considers that approximately 20,000 vehicles travel from north to south down through the centre of Australia between Darwin and Alice Springs, and about one-third of those vehicles eventually come to Western Australia, via Alice Springs, to Kingoonya on the Eyre Highway and across to Norseman by that route, it shows what could be opened up if this proposed northern route were developed, to provide this traffic with a much shorter way into Western Australia. I have only travelled as far as the Warburton Ranges. I have never been east of them, but everyone who has traversed that track is struck with the wondrous beauty that abounds in the area.

However, if this other route to which I am now referring were opened up with encouragement from the Government Tourist Bureau, and it was made known to the travelling public of Western Australia—which embraces, of course, a very large proportion of our population these days—I feel an ideal tourist track could be offered as an alternative to those people who travel from west to east and vice versa over the Eyre Highway.

Briefly, the road after leaving the Warburton Ranges continues to the Blackstone Ranges, a distance of 143 miles. At the Blackstone Ranges there is a nickel mine which is worked from time to time, according to the demand for nickel. It then travels in a north-easterly direction nearly to Giles, and through Rebecca Creek, the Docker River, Hull River, and onwards past Mount Olga to Ayer's Rock, a distance of 429 miles. In a modern car, at the most it is a matter of two days' travel.

Some of the sights to be seen from this route include Lasseter's Cave, where the body of Lasseter was found in 1931; and Winburn Rocks, on which the names of Ernest Giles and Frank Hann are carved. The name of Tommy Talbot, a well-known geologist, also appears there. Other attractions include Lightning Rocks which is famous for its native paintings, and the Blackstone Ranges with its nickel mine. In addition, the area from north of Kalgoorlie would benefit from tourist traffic, and, as I have repeatedly stated in this House; we badly need other industries to boost such towns as Leonora and Laverton. If the Tourist Development Authority could give some assistance by advertising in this State and in the Eastern States, by the distribution of pamphlets, and by providing fuel supplies in this rather remote area, a very attractive

tourist route could be opened up. It would also be a route which would be of great defence value.

In this respect I quote a paragraph from a letter from the Laverton Shire Council. It states—

It is felt that the main points in favour of the construction of this road are—a Tourist attraction from its scenic beauty, Defence, in time of War or Peace, Revenue for Western Australia which now mainly goes through to South Australia and the opening up of this vast region to the "Centre".

I would also like to mention that the Hunt Oil Company, a private company engaged in the search for oil—and for that reason it does not get much publicity—has been operating in the area between Laverton and the Warburton Ranges and eastwards for the past two years. It has between 50 and 70 men employed there. I understand the results from a geological point of view in the search for oil are very promising indeed. It is to be hoped that one day success will come to this section of Western Australia, which is not very well known from the oil investigation aspect at this stage.

The other matter to which I wish to make reference is the painful subject of the Eastern Goldfields High School. Over many years Governments of various colours have neglected this very old school; and local members of Parliament, including myself, have for some reason or other not paid very much attention to its modernisation or to the provision of education amenities which other high schools in Western Australia have received. It was only in the last year or two when a very live-wire committee of the parents and citizens' association brought certain facts to the notice of other members of Parliament and myself that I began to realise the Eastern Goldfields High School had been very sadly neglected.

This school was built in the years prior to World War I as an infectious diseases hospital, and it has not been modernised since that time. It is a weatherboard building. There are practically no playing grounds in that school. If one takes the trouble to travel around the metropolitan area one cannot fail to see the beautiful types of high school buildings, and the same applies to many country towns. One cannot help noticing the neglect, and the feeling that it is just good enough, which surround the Eastern Goldfields High School.

I asked some questions of the Minister for Education during the last session of Parliament. I asked for figures on the capital expenditure made during the past 12 years on high schools, and the amount spent per head of student population. The figures show that the second lowest amount per head of student population was spent on the Eastern Goldfields High

School; and, strangely, the lowest was on Northam High School. An amount of £627,000 was spent on the Governor Stirling High School, which represents £403 per head; £629,000 was spent on John Curtin High School, which represents £413 per head; £534,000 was spent on Mount Lawley High School, which represents £378 per head; £510,000 was spent on Embleton High School, which represents £465 per head; and on the bottom of the list appears the Eastern Goldfields High School on which £180,000 was spent in this period, and this represents only £163 per head of student population.

Gymnasiums, assembly halls, and sports grounds have been established in the high schools I mentioned, but the only building of that kind available at the Eastern Goldfields High School was brought there by a camel team from an outback mining town in 1914. Now we have been told that it is not customary for the Education Department to provide gymnasiums any more.

If it is good enough for the Main Roads Department to build very handsome and substantial brick buildings in Kalgoorlie in the last few months; for the Health Department to build very fine brick nurses' quarters during the last five or six years; and for the Mines Department to make additions to the Kalgoorlie School of Mines, then it would not be out of line for the Education Department to make the Eastern Goldfields High School worthy of the district which has meant so much to this State.

It is a case of the department saying that Kalgoorlie must come to an end sooner or later, so what is the use of spending any money on any school building in Kalgoorlie? That does not give very much heart to the people whose children attend that high school. At present it is very essential that everything be done to halt the drift of labour from Kalgoorlie.

I would ask the Minister to honour the promise that was made by his predecessor, Mr. Watts, when he visited the Boulder-Kalgoorlie area about 1960 and promised that certain schoolroom additions would be made to the Eastern Goldfields High School, and that a double gymnasium, and a recreational and cultural centre would be established the following year. We certainly did receive some schoolroom additions, but nothing at all in the way of an assembly hall or a building which could be used by the pupils to indulge in cultural activities.

Furthermore, there is no sports ground at all. It is realised that no water is available on the eastern goldfields for sporting requirements and I suppose that would tend to prevent the establishment of a reasonable type of sports ground at the high school. So the school is forced to use one of

the ovals provided by the local authority. The students have to cross the road to the Y.M.C.A. building to use the gymnasium and the basketball courts there. I trust that the Education Department will take some note of what I have said, and at least recognise the importance of a school such as the Eastern Goldfields High School, located in an area which unfortunately is being forgotten more and more as time goes on.

**MR. FLETCHER** (Fremantle) [8.11 p.m.]: Like other members, I congratulate you, Mr. Speaker, on your re-election to your high office. I also congratulate the new members on their election to this Chamber. I would be less than honest if I were to say that I would not like to see the same faces which previously appeared on this side of the House. However, that is the situation.

It would appear that as far as elections are concerned this side of the House has difficulty in winning elections during the currency of brief election campaigns. It is a very brief period in which to get our message across to the people when we have such limited finance. We have a brief opportunity to get our propaganda before the people; whereas, on the other hand, there is propaganda to the detriment of the Labor Party for 365 days of the year, and 366 days in a leap year. We have to be sporting in this sort of thing, and we have to accept that situation. It was the will of the people and I accept it.

I would like to deal with two small issues first. One relates to the portfolio of the Minister for Police. I received a telephone message from someone at Fremantle—I shall not use his name—who had his driver's license taken away from him, eight months after he had received treatment at Claremont and Heathcote as an alcoholic. He went home from Claremont in December, 1964, and he had been driving since then until the receipt of some correspondence that was delivered to him on the 23rd July, 1965—eight months after he had returned home from treatment as an alcoholic. This person had been driving since he was 18 years of age without being involved in an accident, and he was driving in the period of eight months I have mentioned. He had 15 monthly payments to meet under hire-purchase on his motorcar, and he received this correspondence from the Commissioner of Police—

I have been informed by my officers that you are suffering from a mental disorder. In consequence, and in the public interest, I hereby cancel your driver's license No. — in accordance with the provisions of section 24 of the Traffic Act.

This letter was addressed to that person at Claremont, rather than to his home.

Section 24 of the Traffic Act deals with alcoholics; and with people who take drugs or who suffer from mental disorders or physical disabilities which are likely to impair their judgment. I wrote to the Commissioner of Police and pointed out that I believed his action could have a rather bad psychological effect on a person suffering from such a disorder. I did mention that a person who was an alcoholic frequently looked for an excuse to indulge in his weakness. As it turned out it was bad psychology.

The Commissioner of Police advised me through a telephone message that his action was necessary. I wrote down his comments on paper and slipped it in an envelope addressed to this person at his flat in Fremantle. I sent a copy of the letter, which I had written to the Commissioner of Police, to the president of the Waterside Workers' Federation who had requested my assistance on behalf of his member.

I went to visit the president of the W.W.F. this morning in connection with a very important meeting taking place in Fremantle and he mentioned that it did not drive this person back to drink. It drove him into the next world. He committed suicide. This bears out what I say. I mention it to the House in passing in order that some consideration might be given to it. I know it is very important to stop people from driving when they have been drinking, but this man had been home from hospital for eight months. As a result of a feeling of harassment he destroyed himself.

I mention this also because I wish members on the other side of the House to know what social problems the member for Fremantle becomes involved in. I desired to ask the following question last year:—

- (1) What legal grounds, if any, would permit a bank to request of a widow a receipt for her husband's funeral expenses, prior to the widow being entitled to operate on her deceased husband's £6 bank account?
- (2) If the bank is legally entitled, what legal grounds permit an undertaker to have first draw on a deceased estate?

Now, quite properly—or I assume quite properly—the Clerk stated that that was not the sort of question accepted in the House. Therefore I sought advice elsewhere and sent the following letter to the Under-Secretary for Law:—

Dear Sir,

The information sought in the attached, being not available per medium of Parliamentary Question, I would be grateful if you could supply the undersigned with Answers, and if necessary brief details.

On the bottom of this I notice a brief reference to the fact that he sent it to the Public Trustee Office. Back from the Crown Law Department came the following:—

Dear Mr. Fletcher,

Referring to your letter of 26th ultimo, I regret that it is not within the province of Crown Law officers to give an opinion in regard to the questions you have asked. However, the Public Trustee, who has had a wide experience in such matters, has informed me that Common Law provides for payment of funeral expenses in priority to all other debts and duties. It appears, therefore, that the action of the bank in requiring production of the receipt is in conformity with the requirements of the existing law.

The Public Trustee would be pleased to discuss the matter further with you, if you so desire.

The following was addressed to the Under-Secretary for Law by the Public Trustee:—

Common law provides for payment of funeral expenses in priority to all other debts and duties.

Therefore, the action of the Bank in requiring production of the receipt appears to conform with the requirements of the existing law.

I mention this to demonstrate the discriminatory treatment shown to the advantage of some and the detriment of others. As I mentioned a paltry £6 bank account was involved. This unfortunate widow found the bank book with £6 in it amongst some old effects in a drawer and she thought she might as well have it. However, it appears that the undertaker has the first draw on a deceased's estate, and this widow had to produce an undertaker's receipt—and she was a pensioner—before she was legally entitled to draw on the account.

I do not like telling sad stories here but I do so to show that there are people not so fortunate as ourselves and the thought occurs to me in passing that not only are people exploited during their life but they cannot in death even get into the ground and be finally disposed of without private enterprise having a last drag at the deceased.

I mentioned earlier that I attended a very important meeting this morning. It has made headlines in tonight's *Daily News* which I have in my hand.

Mr. Davies: We are not allowed to read the paper in the Chamber.

Mr. FLETCHER: It has been pointed out to me that I am not allowed to read the newspaper in the House; but, as members know, I draw on papers on frequent occasions. "Striking Wharfies March" is a

headline in tonight's *Daily News*. They have something to march about, too, as I will attempt to show.

Mr. Curran: Hear, hear!

Mr. FLETCHER: Our worthy Premier in last night's *Daily News* had something to say and the article which appeared in a little corner of the newspaper was shown to the meeting this morning. I will read it quickly as follows:—

#### Brand Sees a Problem.

Premier Brand today expressed concern at the attitude of people controlling shipping for exports of apples and pears.

I hope he was alluding there to the overseas shipping companies. The article continues—

Opening the annual meeting of the Australian Apple and Pear Growers' Association in Perth today he said: "I wonder if we realise the cost to the nation's economy when shipping cannot be turned round because of the attitude of some people."

Here I assume he is alluding to the waterside workers, but I will show presently that they have the best record in Australia, as I demonstrated in this House before. The article continues—

[Apple and pear growers in the South-West this year have criticised the lack of shipping to world markets because ships were not turned round to ports at Bunbury, Albany and other produce outlets.]

Mr. Brand said the problem of shipping and freight charges was a frustrating situation.

It is! I hope he is pinning the blame on the shipping companies. To continue—

He said if Australia was to compete on world markets a solution would have to be found.

"If we cannot get the right freight charges and shipping transport we may have to reduce production costs," he said.

"Transport seems to be one of the challenging issues because the results of our production are marred for lack of it."

I emphasised in a previous Address-in-Reply speech that at one time we had a shipping line of our own until such time as the Federal counterpart of this particular Government disposed of it to the same overseas interests which are now bleeding white Australia's best interests, including the pastoral interests represented by those on the other side of the House. Then the Premier blames the waterside workers by inference, as do the newspapers. Some of the newspaper headlines read, "Watersiders Blamed for Increase in Cargo Costs" and "Freights Rise; Wharflies Blamed."

Mr. Curran: Newspapers are the Government, too.

Mr. FLETCHER: On the 23rd July, 1965, the following appeared in *The West Australian*:—

Sydney, Thursday.—Shipping freights for most cargoes carried from Australia to Britain and Europe will rise by 6.6 per cent in the next few months.

The chairman of the Federal Exporters' Overseas Transport Committee, Mr. D. A. S. Campbell, who announced the increase, blamed much of the rise in costs on lawless elements that had delayed the turnaround of ships on the Australian waterfront.

In the *Daily News* of the 22nd July was the following:—

Sydney, Thurs: Shipping freights for most cargoes carried from Australia to Britain and Europe will rise by 6.6 per cent in the next few months.

This was announced last night by chairman D. A. S. Campbell of the Federal Exporters' Overseas Transport Committee.

He blamed lawlessness. Then the Premier comes out, like little Sir Echo and blames the same people.

Further down in the *Daily News* of the same date is the following:—

Freight rates for wool would rise from September 1 this year. Refrigerated and general cargo rates from October 1, and apples and pears carried in insulated spaces from February 1 next year.

In Melbourne leading exporters warned that Australia could lose some of her main overseas markets because of the rise. It would force Australian exporters to "price" themselves off the British and European Markets.

President W. J. Austen of the Australian Manufacturers' Export Council said: "This is going to hit the Australian export drive, particularly in manufactured goods."

#### Dairy Effect

Said a leading dairy industry exporter: "We can't be expected to absorb the increases, so they must be passed on to the buyer."

Here is how some of our exports will be affected by the increases:

and it gives the price of butter, cheese, apples, and pears. I think there is evidence that it is not entirely the fault of the waterside workers.

Having quoted from the businessman's journal—in effect, the daily newspapers—I will now quote from the waterside workers own paper the *Maritime Worker* of the

10th March, 1965, which gives some evidence of the rapacious appetite of overseas shipping companies which is to the detriment of the Australian economy.

Mr. Brand: Do you think tying up all the shipping in Australia for one day, taking just this instance, helps reduce the cost of shipping?

Mr. FLETCHER: I am not condoning it, but I do say it draws public attention to the dissatisfaction which exists. Should they behave like tame sheep or tame cats?

Mr. Brand: Why not go to arbitration and conciliation?

Mr. FLETCHER: They do. They get dragged before it and get fined thousands of pounds a year.

Mr. Brand: They want it both ways.

Mr. FLETCHER: I have only a limited time and I do not want it wasted by the Premier. I will quote a small part which is in brackets. It is as follows:—

#### Shipowners Take More:

There seems to be no limit to the greed of the shipowners. "The Australian Financial Review" this week revealed that the shipping monopoly increased both outward and inward freights on Australian cargoes last year.

Discussing the steep rise last year in the profits of the P. and O. shipping groups (up by 29 per cent. to £6.2 million) the "Financial Review" says:

"Because of the P. and O.'s reticence there is no direct knowledge of how the passenger and cargo liners, tramps and oil tanker fleets, contributed to the growth of profits last year.

"It is probable that the major contribution to the increase came from the P. and O. refrigerated liners carrying lamb and beef from Australasia to the U.K. and Europe, together with the expanding demand from Japan for meat.

"In the Australian trade, outward rates were raised last March by 7½ per cent, and the volume of cargo between Australia and Europe was well maintained in both directions.

"The tonnage of cargo carried to New Zealand again increased, and from December last year, outward rates to New Zealand were increased by 6½ per cent.

"Homeward rates on refrigerated and general cargo were raised from September 1 by 5 per cent."

I wish to make another quotation; and I ask the House to excuse my reading so much, but I am trying to place a lot of material before the House to show that

it is not the fault of the waterside workers. If I attempted to give my own opinions, I would cover only a limited amount of ground. To quote—

Shipowners might argue that, if it costs employers another £2,000,000 or more a year for an industry pension

That is one thing: the waterside workers are seeking. Continuing—

... and protection against mechanisation, they would have to increase freights to meet the cost.

To this argument, the Waterside Workers Federation gives an emphatic denial.

The following facts on comparative freight and labor costs show that the employers would well be able to meet the cost of pensions without increasing freights:

The freight charges on one bale of wool to the U.K. and Continent are 160s.; the labor cost is 2s. 6d. per bale.

I hope the Country Party representatives have not left the Chamber; I notice the Premier has.

Mr. Bovell: I would not blame them if they did.

Mr. FLETCHER: To continue—

Freight on a case of apples is 15s. 2½d.; labor cost per case, 4½d.

Freight on a ton of frozen meat, £40 16s. 8d.; labor cost, £1 0s. 2½d.

Freight on a 56 lb. case of butter, 14s. 4½d.; labor cost, 3½d.

Freight on a ton of general cargo, 280s. 7½d.; labor cost, 14s. 7d.

Freight on a ton of bulk wheat, 105s.; labor cost, 1d.

Freight on a ton of pre-slung steel, (Singapore), 170s.; labor cost, 9½d.

Freights on exports are clearly extortionate; thus, if waterside workers discharged and loaded cargo for nothing freights could only be reduced by a fraction per cent. per ton, and Australian export producers would still be under threat of shipping combines pricing them out of world markets.

Mr. J. Hegney: Who was getting the rake-off?

Mr. FLETCHER: Continuing—

Shipping freight rates are a staggering burden upon the ability of the nation's exports to pay for its imports.

In this regard the Commonwealth Government Committee of Inquiry into Stevedoring Operations (1954 to 1956) delivered the following Judgment. (Official Report 1957—page 151):

I have it here, but it is too heavy to hold up. It is an enormous tome. To continue—

- "(1) Shipowners engaged in this trade, viewed as a group, have had, in effect, a monopoly of the trade, and the conditions are conducive to basing the freight rates on what the traffic will bear.
- "(2) The Freight Bill on Australian overseas trade is paid almost entirely to shipping companies domiciled abroad, and as such represents a major deficit item in Australia's overseas balance of payments position."

The Committee of Inquiry estimated that, for each £100 of voyage earnings of ships in Australia-United Kingdom-European trade in 1955, costs absorbed £67 10s., leaving a surplus for the shipowners of £32 10s.

There is much more valuable information in this publication and I might refer to it again later. I will now quote from the wharves pamphlet which might be suspect. Therefore, I am making available the source of my information. I quote as follows:—

The wharves handled in 1955, 24,250,000 tons.

Keep that in mind. To continue—

In 1963, 31,028,000 tons.

All this cargo was handled by waterside workers.

On these figures—

The continual claim by shipowners and others that wharves are making a fortune between "constant strikes" does not add up.

Mr. Bovell: Tell the House what the costs were.

Mr. FLETCHER: The Minister for Forests is like the noisy scrub bird.

Mr. Bovell: I have you rattled.

Mr. FLETCHER: In 1955 the wharves wages bill was £22,200,000 and in 1963 it was £20,800,000—down £1,400,000. Despite the fact of inflation and justifiable wage increases they handled a greater tonnage for a lower wages bill. I wish some members had heard the democratic discussion at the Fremantle meeting this morning. They would have heard debate superior to that in this House and decisions more democratically arrived at.

Mr. Curran: You would not get them away from St. George's Terrace to start with.

Mr. FLETCHER: Further down this pamphlet states—

A drop in the wages bill of £1.4 million.

An increase in freight charges of £230 million!

I wonder if that interests the Minister for Forests?

Mr. Bovell: Yes, and there is a reason for it.

Mr. FLETCHER: Are you condoning the increase of £230,000,000 in freights?

Mr. Hawke: Of course he is! He probably shared in it.

Mr. FLETCHER: The waterside workers say—

#### OUR STRUGGLE IS FOR:

A better standard of living; for increased wages; for a base rate equivalent to £22 per week as against the present £15 8s. basic wage. We maintain this is the basic needs of a family in modern times. And for other improvements in our standard of living.

To divert attention from their huge exploitation of Australia, the shipowners complain that wharves earn £29 6s. for 37.6 hours work.

What they do not state is that 37.6 hours of work is equivalent to a 6½ ordinary day's work because time is spent at pick-ups and changing shifts. They could attend for hours before they start work; and, on many occasions, there is no work for them. For that they got a paltry pittance of attendance money. Therefore, this wage was only obtained because of overtime rates during the recent boom.

I have a lot more valuable material on this matter Mr. Acting Speaker (Mr. Crommelin), but as I said, this year's volume is too big for me to hold up to quote from. I need a waterside worker to assist me. In the excitement I have lost my place in this report so rather than hold up the debate I will read some notes I have taken in longhand from the report. I am glad the Premier is back in his seat. He has missed some valuable information, I can assure him.

Mr. Brand: I have heard your speeches before.

Mr. FLETCHER: I have extracted some information from an inquiry commenced in 1954. The inquiry took until 1956 to deliver its limited findings, and among the findings it was established, and I quote—

That because of their monopoly position shipowners base their freight rates on what the traffic will bear.

The Premier tries to distract attention from the shipping companies and place it on the waterside workers, but the waterside workers get only a very minute portion of the cost in wages.

The committee was also able to estimate the profits, measured as a percentage of the original cost of vessels. The profit in 1950-51 was 36 per cent. and in 1952-53 it was 38 per cent. That was the profit on the capital outlay of the ship. Where could any other business-man expect 36

per cent. on his capital outlay? The overseas shipping companies are pillaging this country and the newspapers try to distract the public attention from this fact and the Premier joins them to distract attention from what the shipping companies are doing. He is trying to put the blame on the backs of the waterside workers. I have seen this happen often and I should be used to it. It is unjust and that is why it is my topic tonight.

This Tate Committee of Inquiry report states further that shipowners' domination of stevedoring was admitted by the committee of inquiry; and in the report it said—

The shipping and stevedoring industries are closely interlocked, and most stevedoring companies are owned by groups of shipping companies or by groups of shipping companies and others. Only eight of 43 of the largest stevedoring operators in Australia appear to be completely independent of shipping interests.

In effect, one is supported by the other. The report went on as follows:—

Because in the main, shipping companies own and control the stevedoring companies, the charges for stevedoring operations are largely set by shipowners or groups of shipowners and this enables the shipping companies either to show surpluses from the stevedoring operations in the books of the stevedoring companies or to translate them by way of rebates into the books of the shipping companies. For this reason we find that it is impossible to determine precisely the profits derived from stevedoring operations. The W.W.F. contend that stevedoring profits are nearly all shipowners' profits, without exception.

It gets back to what I said originally: What they miss on the swings when grabbing from the Australian producers and people, they snatch on the roundabouts in stevedoring charges.

I am now quoting from page 1481 of the *Parliamentary Papers* 1957-58. It reads as follows:—

#### The Structure of the Australia/United Kingdom Continental Trade.

All shipowners engaged in the Australia-United Kingdom-Continental trade are members of the Australia/United Kingdom-Continental Conference. Nominally, there are twenty-two operators in this trade. However, when account is taken on the one hand of subsidiary companies and associated companies and, on the other, of the volume of trade lifted by each operator it appears that almost all the trade is in the hands of seven British and five Continental groups or Lines.

I hope the Premier is listening. He will see that the waterside workers are not responsible. Paragraph 18 says:—

The evidence shows that wool is the most important single commodity carried in this trade . . .

Let me interpolate to emphasise that wool is one of the most important commodities of our economy. To continue—

. . . accounting, in 1953-54, for £326,000,000 (approximately 60 per cent.) of Australia's total exports of £548,000,000 to countries served by this trade. The evidence also shows that shipowners determine by mutual arrangement the amount of wool which each line may carry each year.

In effect, they share the spoils.

Another valuable portion is to be found in paragraph 7 on page 1370—

With regard to the inquiry into costs profits and freight rates under paragraphs (c), (d) and (f) of the terms of reference the position was somewhat different. For one reason published information bearing on these subjects was not immediately available to the Committee. Also it seemed that the information which would have to be obtained would be in the possession of one group of interests only—

It is here alluding to the shipping interests. To continue—

—namely, the shipping and stevedoring companies and their agents, and it might well be that such companies, although willing to co-operate and assist the Committee in most matters, would be somewhat reluctant, if not unwilling, to produce their individual figures of costs and trading results, particularly if these were to be made public.

Yet on the other hand, as I have mentioned, we have the discriminatory attitude of the Press and this Government—particularly the Country Party section of it, which is so vitally affected—towards the waterside workers. Whereas information about the trade unions is available to the world, the accounts and business of overseas shipping companies are *sacrosanct*.

Mr. Curran: Top secret.

Mr. FLETCHER: I think that is all I wish to quote from the *Parliamentary Papers*. It is difficult enough to bear the situation without having to bear the weight of the book too! I should now like to quote from the supplement to the *Maritime Worker* of the 10th March, 1965, page 3—

The 1963-64 A.S.I.A. Report—

That is the Australian Stevedoring Industry Authority—

—disclosed that manhours lost as the percentage of the total loss for that period for various reasons were:—

Disciplinary Measures, 47.3 per cent.; administrative arrangements, 15.7 per cent.; working

procedures or conditions, 8.1 per cent.; manning stoppages, 5.7 per cent.; rates of pay 4.9 per cent.; wet weather clothing, 4.5 per cent.; safety issues, 4.1 per cent.; miscellaneous 9 per cent.

Thus it will be seen that 47.3 per cent. of all manhours lost to the industry were lost through the disciplinary function of the authority.

Through attempting to discipline workers for the reasons I have just read out. I would ask the Premier to listen to this—

This brings the actual percentage of manhours lost through industrial disputes associated with working conditions down to a little over 0.9 per cent.

In relation to turnaround—an issue that the Premier mentioned in the *Daily News* last night—the paper had this to say—

In relation to allegations by employers and the A.S.I.A. of slower turn-round, reference can be made to the following quotes from page 8 of the 1964 authority report.

"In all, 7,576 non-bulk and 577 bulk visits were made during 1963-64, compared with 7,464 and 433 visits respectively in 1962-63.

The average tons of cargo handled per visit during 1963-64 was 7,772 for bulk as against 7,677 in 1962-63.

In 12 months there was a dramatic increase in tonnage handled. To continue—

These vessels were in port for an average stay of 5.4 days compared with 5.1 days for the previous year.

With non-bulk vessels an average of 1,815 tons was handled per visit in 1963-64 compared with 1,665 tons in the previous year. These vessels were in port for an average of 5.0 days as against 4.5 days in 1962-63.

Greater quantities of cargo were handled per visit in 1963-64, but vessels were in port longer and the tons handled per day in port declined for the six capital ports combined. The only port where there was evidence of substantially improved turn-round was Fremantle.

This is what I want the Premier and the House to hear—

The only port where there was evidence of substantially improved turn-round was Fremantle. (Manhours worked increased by 11.7 per cent., cargo handled increased by 18 per cent.)"

I know my speech is composed mainly of statistics, and they are hard to listen to. However, they are interesting when they are analysed. They give the lie to the newspapers which are trying to put the blame on the trade union movement

when it is the rapacious overseas interests who are responsible for pricing our produce off the world's markets.

Harking back, I should now like to quote from *Hansard* No. 1 of 1962, when I was speaking on this same subject on the Address-in-Reply debate—that is, when I could get a word in edgewise. The Minister for Industrial Development and other members on that side of the House objected to the good case I was putting up on behalf of the people I represent and I noticed, when I read *Hansard*, that members on the other side seemed to have more to say than I did.

Mr. Dunn: Impossible.

Mr. FLETCHER: However, they are quieter tonight because I think I have produced some very convincing figures.

Mr. Bovell: You have knocked your own side, anyway.

Mr. Brand: They are so convinced that they have all gone.

Mr. FLETCHER: This is what I had to say on page 60 of *Hansard* of that year—

Freights can increase, and this is something which is inconsistent. Overseas shipping companies can inform the Government of Australia or Western Australia that shipping freights will be increased by 10s. per ton from the middle of next month, and we can do nothing about that. Yet immediately a trade unionist seeks an increase of 1s. per day in his wages he is brought before, or is told to approach, the Arbitration Court.

I read that for the Premier's benefit. He said, "Why not go to arbitration?" On the one hand all the shipping companies have to do is say, "From tomorrow shipping rates will be increased by 10s. a ton." I have just read where they have said they will be increased by 6.6 per cent.: Yet, on the other hand, those who handle the cargo, if they want to increase the price of the only commodity they have to sell—their labour, and thousands of them are involved as compared with only a few shipping companies—they are dragged before some authority to produce sufficient justification for their request for a paltry increase in their wages.

Mr. O'Neil: Don't you like the arbitration system?

Mr. FLETCHER: As constituted, no; and I do not like injustice because, on the one hand, the overseas shipping companies—

Mr. Brand: How would you like it constituted?

Mr. FLETCHER: I would like it more if the overseas shipping companies had to appeal to the same authority before they granted themselves an increase in



freight rates. I would like it more if those who increased the price of all commodities including bread had to appeal to the same authority before they could increase the price; I would like it more if those who want to charge more for milk had to appeal to the same authority before they did so—

Mr. Brady: Hear, hear! Give it to them.

Mr. FLETCHER: —I would like it more if those who charged the public what they like for what they sell had to appeal to that same authority.

Continuing to quote I said this: that if the trade unionist has to appeal to that authority in regard to the only commodity he has to sell, why should not everybody else? I can tell the Minister for Labour that I would like the arbitration system a lot more if it heard submissions from the people I have mentioned before it permitted an increase in the price of commodities sold.

Mr. O'Neil: You believe in the principle of arbitration don't you?

Mr. FLETCHER: Please do not distract me.

Mr. J. Hegney: It is disorderly to interject; the Minister should know that.

Mr. FLETCHER: At this stage of my speech Mr. Court is reported as having butted in in an attempt to distract me from what I was saying. I was referring to the overseas Commonwealth line of ships that were operating until a Tory Government in office disposed of them. The report of my speech is as follows:—

Mr. FLETCHER: It did not. That line did the farmer and the community a lot of good, but the Minister and his Liberal colleagues at the time believed in putting it out of existence at the first opportunity. The farmers were happy with that shipping line. If only we had it now we could thumb our noses at the private shipping lines. We could offer them competition in the transport of the produce overseas. Today there is a monopoly, and I take exception to it. The Commonwealth Shipping Line did transport the goods and produce at a cheaper rate than the private shipping companies were prepared to offer.

In another part of my very good speech—which I might say in all modesty—I was making reference to the Amalgamated Engineers Union, and I had mentioned that I was still a member of the union despite the fact that I was now a member of Parliament. My remarks were as follows:—

Mr. FLETCHER: The Amalgamated Engineers' Union, which keeps the lights on and keeps the wheels of

industry turning in Western Australia. Continuing to quote from the pamphlet—

Australia needs her own overseas shipping line through sheer necessity.

I think I have put a case for that already. Continuing to quote—

Our economy, being inseparably linked with primary produce, demands cheap freights.

I am sure many members on the other side of the House will agree with that. Continuing to quote—

Australia, paying £150,000,000 freight on imports a year and a similar amount on exports, is burdened with the highest ton-mile freights of any major trading nation, with the following discrimination:—

On steel to Singapore, pays freight of 170s. a ton, yet freight between Britain and Singapore, over twice the distance, is 120s. per ton.

Why do we pay 170s. per ton?

Mr. Rowberry: No wonder we cannot sell potatoes in Singapore!

Mr. FLETCHER: Continuing—

On steel to Hong Kong, pays 179s. a ton, but between Britain and Hong Kong only 144s. a ton is charged.

I was attempting to show discrepancies and how Australia is used. Tonight I can see by the look on the face of the member for Avon that he, also, is aware of the discrepancies I have mentioned; that is, that it is cheaper to freight goods between Hong Kong and Britain than it is to freight them between Britain and Australia. At this point I was speaking in support of our own shipping line, and I was saying—

Here is a strange contradiction, and I quote—

Switzerland and Czechoslovakia with no coastlines, have large fleets of vessels.

Norway, population 3,000,000 has a vast fleet, as has Sweden.

New Zealand, population 2,000,000 has 25 overseas ships manned by New Zealand seamen, while Australian seamen walk the streets for months.

I think I have shown a need for some competition and for the reintroduction of our own Australian Government shipping line. Members may ask why the waterside workers are demonstrating in the manner they are at present. In reply, I would point out that I stated earlier that this was for the purpose of attracting attention to their requests. The Press, however, alludes to

these requests as demands. I have shown what profits are made by these overseas shipping companies. Freight charges were £200,000,000, and in 1963 those charges had risen to £430,000,000; an increase of £230,000,000.

I would also point out that in much the same way as the representatives of the Employers' Federation lie awake at night thinking up ways and means of making inroads into the conditions of trade unionists, so do trade unionists employ some very knowledgeable people who watch what the employers are doing and what overseas shipping companies are doing. If the members on the other side of the House will not admit that £430,000,000 in freight charges and the profits derived from them are excessive, and that those companies can contribute more towards achieving a better standard for waterside workers, then I am astounded.

There is at least one aspect which occurs to me; namely, that as the waterside workers have contributed to the economy of the nation over a lifetime of work, I do not think it would be too much to ask that the permissible amount under social services be made available to a retired waterside worker pensioner. When a waterside worker retires he receives a pension not from the companies that employed him, but from the Social Services Department, and this pension amounts to £6 a week. Therefore, it would not be unreasonable to ask the overseas shipping companies to contribute to a pension fund which would make available to a waterside worker at least a permissible amount of £3 10s. a week, thus enabling him to raise his living standards by that amount and, at the same time, avoid being penalised by the Social Services Department by having his pension reduced. That is not an unreasonable request. Others enjoy the benefits of superannuation schemes and retirement benefits.

Mr. Gayfer: Are the waterside workers prepared to contribute to such a scheme?

Mr. FLETCHER: Yes. They said, over 20 years ago, that they were interested in a contributory pension scheme.

Mr. Court: As at tonight it is to be non-contributory. They had a man on TV tonight speaking on it for a quarter of an hour.

Mr. FLETCHER: I hope that all members in the Chamber this evening make a point of obtaining literature which I have before me. I have quoted quite a few figures, but there is more detail and data in this publication, and I recommend the House to read this instead of reading the publications that are issued by those represented on the other side of the House. Unfortunately, the Press has the

general public so conditioned in regard to waterside workers, that the members on the other side of the House think not with their brains but with their blood pressure.

I know that nothing I can say here in my place will overcome the prejudice which exists on that side of the House. I have drawn on material and figures, provided by the Australian Stevedoring Industry Authority which were contained in the Tate Committee report from which I have quoted. They are not my figures, but figures which arose out of an official inquiry, and which I hope have made some impression upon the members opposite.

I ask them to see the legitimate claims of waterside workers as not being unreasonable. They have been fined thousands of pounds for what the Government believes to be their intransigence. But if these workers remained dormant and quiet, and if they did not make any demonstration in support of what they considered to be their legitimate rights in relation to the wealth that has been taken from our shores, then they would receive absolutely nothing.

The SPEAKER (Mr. Hearman): Order! The honourable member has another five minutes.

Mr. FLETCHER: I believe the waterside workers are perfectly justified in their claims, and I am sure the general public would also believe as I do, if only the true state of affairs were made available to them.

MR. MITCHELL (Stirling) [9.7 p.m.]: First of all I would like to congratulate you, Mr. Speaker, for being returned to your very high office, and I would also thank you for the honour you have done me in appointing me Deputy Chairman of Committees. It is possible that when I took the Chair last night the members of the House did not think I would make too good a Chairman of Committees; but I am sure we all learn. I hope I will receive the assistance of members, and I will endeavour to do my best to uphold the dignity of the House.

I do not intend to delve into the details mentioned by the previous speaker, but I would like to make a few comments. I cannot help thinking when listening to the Leader of the Opposition that if the Ministry were twice as big as it is now we would still have a good Government on this side of the House. There is no doubt as to the ability of the Ministers who have been appointed.

The point I want to make is that during the three years I have been in this House there have been constant endeavours on the part of the Opposition to drive some sort of wedge between the two parties forming the Government. I believe that had the Opposition taken a little more care

and presented a better case to the people it might have been closer to the seat of government than it is now. Some short while before the election the Opposition thought it had the best of all weapons by deciding it would give its second preferences to the Liberal Party. The Opposition felt that by doing so it would get rid of the Country Party altogether, and it also thought it would create a first-class row between the parties on this side of the House. That did not eventuate, because the people of the State saw that they had a coalition Government which had real unity of purpose in its ranks, and they accordingly returned this Government to power with a majority greater than a Government has ever had in the State of Western Australia.

Instead of the Opposition's plans succeeding we find that there is disunity and dissension among its own ranks. I have not felt so sorry for anyone in this world as I did for the Leader of the Opposition when he was obliged to make a statement in the Press some time ago about his political all. The Leader of the Opposition has given service to this State equalled perhaps by no other man at the present time, and to see him having to go out and castigate one of his confederates, and a member of his party, must have shown the people of Western Australia that not all the dissension is on this side of the House, even though we comprise two separate parties and are supposed to have two separate aims.

Mr. Bickerton: That is democracy!

Mr. MITCHELL: It did not matter much what the Opposition decided to do with its second preferences. It could have done what it liked with them; we would still have battled on ourselves.

One important matter I would like to mention is war service land settlement. When I came to this House three years ago the war service land settlement scheme was not in a very happy state, and there was quite a bit of dissatisfaction. Fortunately, however, most of these problems have been solved, and it is with some degree of approval that I note that the Commonwealth and the State Governments have decided to extend the operations of the war service land settlement scheme for a further period of 12 months to enable outstanding accounts to be cleared up. A plan is being evolved whereby the few people who are having difficulty in meeting their obligations can be given some assistance in the way of longer terms of repayment of their stock and plant loans. That will be of great assistance to them.

The increase in land values has enabled quite a few settlers to dispose of the leases of their properties. I daresay many settlers would desire to get off their properties, but it is fortunate that with the

increase in land values their properties have become so valuable that many of them are selling the leases of their properties of 600 to 700 acres for £16,000, while some of the larger property owners have sold their leases for as much as £24,000. When we consider that these settlers were some time ago considered to be in rather difficult positions it is somewhat enlightening to know that many of them in the war service land settlement scheme received up to £20,000 in cash for a period of not more than 10 years.

I hope that by next year, when the War Service Land Settlement Board ceases to exist, all the problems will have been solved. Naturally in a scheme as big as this there are always a few problems. There are some private settlers who do not make the grade, and the same applies to those in the war service land settlement scheme. The development of existing farms in my own particular area to a state of higher production is one aspect to which we must all give close attention. It is practically impossible to get any more land on the south coast. We all know it used to be the practice that when a farmer had a couple of sons that he wished to settle he merely took up more land. But land is not available today and we must give serious consideration to the further development of the properties already in existence. In this regard I am very pleased to see that the Premier has announced further help to the dairying industry in the way of more finance for clearing, buildings, etc.

In the Denmark area, where some of the smaller dairy farms are located, problems were faced in the last few years in trying to increase production and to establish better buildings. In fact, on some occasions the situation that arose was remarkable. Dairy farmers were advised that before they could obtain a license to supply cream to the factory, they had to improve their buildings and provide new sheds. But when they tried to raise the finance it was not available. This put them in a very difficult position. The amount of money that has been announced as available to the dairying industry will be greatly appreciated by those who can claim a share of it.

The fruitgrowing industry in Western Australia, although experiencing a record output this year—a comment was made by the previous speaker about the high freight rates, etc.—suffered from these setbacks. I agree with him that the high shipping freights are fast pricing the Western Australian and the Australian fruit industry out of the overseas markets. Every effort must be made by growers to reduce their cost of production to enable them to take part in the export industry, which now provides some returns to the State.

One aspect is most important: that is, the processing of the substandard quality fruit. Fortunately this year a greater effort has been made in that direction. I hope the Minister for Industrial Development will do all in his power to assist the firms that are processing these substandard quality apples, because it seems to be entirely wrong to waste a product like this. Even though its quality is inferior for sale as table fruit, this fruit is quite suitable in the production of juices, etc. I hope every effort will be made to ensure that all unsaleable fruit is processed into juices, because I can see an expanding market for fruit juices in Western Australia in the years ahead.

When I entered this House three years ago I made some comments on tourist development, with particular reference to the desirability of establishing a winter chalet, or something of that nature, in the Stirling Ranges. These ranges are as great a tourist attraction as any other in Western Australia, and particularly in the winter time when people have no desire to visit coastal areas. I am pleased that the Tourist Development Authority, together with the local authority, has provided excellent facilities in the Stirling Ranges to attract the tourists—such as barbecue facilities, lavatories, etc. This is an outstanding example of what we can expect in these tourist centres. The Stirling Ranges attract a large number of tourists to that part of the State, and I hope one day we will see the establishment of a winter chalet, so that the tourists can enjoy the first-class winter climate there.

Another matter to which I made reference some time ago was the Pardelup prison farm. For many years that establishment had been used as a prison farm with very little thought given to its development as a farm in the agricultural sense. It is fortunate that the authorities have now undertaken a big developmental programme, which I believe is making quite an impact on the care of the prisoners, in that they have purposeful work to perform. I am also very grateful to the Minister in charge of this matter for heeding my requests to provide an amenities hall, which I had the pleasure of opening during the year. It is a very beautiful building, and I thank the Minister for his efforts. I am pleased to know that further work, in the way of additional buildings, is to be undertaken.

I would like to pay a tribute to the committee which was set up principally on my suggestion; that is, the Prison Aid Committee, which operates in Mt. Barker, and which attends to the inmates of Pardelup prison farm. It has done a very worthwhile job, and we should be grateful to its members for their work in the rehabilitation of men who unfortunately have been sent to this institution.

I have also mentioned previously the desirability of establishing some pine plantations in the Denmark area. I notice from His Excellency's Speech that it is proposed to plant another 3,500 acres of pine this year. The Forests Department could give further consideration to the planting of pines in the watershed area of the Denmark catchment dam. I notice it has been said that pines will not do well in that area, but some of the best pines in Western Australia have been grown in the Mt. Barker and surrounding districts. I feel certain this catchment area could be put to much better use than at present. Many acres of it, though not good forest country, could make excellent areas for the planting of pines. I hope some consideration will be given to this matter.

Over the years the Agriculture Protection Board has been doing a reasonably good job, but I would sound a word of warning to those in authority, and principally to the Minister for Agriculture, because in many areas of this State rabbits are becoming almost as great a problem as they were in the plague period a few years back. Pockets of rabbits in the south-west are said to be a greater menace than they were in the plague period. When we reach such a state the position becomes serious. The attention of the Agriculture Protection Board should be drawn to that problem. It is all very well to claim that the position of a few years back will not obtain again, but I say that unless particular attention is given to the problem it will prevail again in some areas. Certainly there are available better types of poisons and better machinery to deal with the problem, but I hope it will not reach the serious stage it reached several years ago.

Mr. Brand: What districts are those pockets in, generally speaking?

Mr. MITCHELL: Some in the south-west, and some on the south coastal strip. Another function of the Agriculture Protection Board is the control of noxious weeds. Despite all these sprays and other means which are available to control noxious weeds, they still prove to be a serious problem and are spreading rapidly in many parts of the State. I urge the Agriculture Protection Board, its officers, and the Minister for Agriculture to give very serious consideration to plans for the eradication of these noxious weeds, which will eventually cost a tremendous amount for their eradication.

I would like to say a few things about housing. My own particular area has been very well treated by the Minister for Housing, both by the last Minister and, I am very pleased to say, by the new Minister, who is carrying on in the same way. I congratulate him on his appointment as a Minister of the Crown.

Mr. Norton: You'll get on!

Mr. MITCHELL: I feel quite sure he will do a particularly good job. One thing that my party has always battled for over a long period—and we must continue to battle for it—is that some consideration be given to the provision of houses on farms, for farm workers, and for farmers themselves. The money made available under the Commonwealth-State housing agreement is almost wholly used for houses in the metropolitan area and in country towns. However, I can see no real reason at all why a farmer or a farm worker should not have finance provided to him by somebody in order that he may build a house.

Farmers today are spending the whole of their money in the development of their land, especially in new areas, and they are still, after some years, living in one end of the shed. The Commonwealth Development Bank is doing a particularly good job in the provision of finance for farm houses, but I believe a certain amount of money from the Commonwealth-State housing agreement should be set aside for the provision of houses in country areas.

A certain amount of money from the Commonwealth petrol tax is made available for roads in country areas and I can see no real reason why some of this money should not be channelled into houses on farms. I know there are difficulties about title deeds and the like, but all sorts of provisions can be made when people want to make them. Therefore provision could be made to implement a scheme which would make finance available for housing on farms.

Electricity is making a rapid expansion in country areas, but it is not as fast as I would like it to be. We have thousands of people clamouring for electricity on their farms. They are willing to pay for it and are only too anxious to do so, whatever the cost might be. However, I suppose the present position is bound up with shortages of materials, etc. To my mind we are not going as fast as we can; and as one section of farmers see the advantages of electricity on their neighbours' properties they then want to have it themselves. I feel the Minister should do all in his power and use whatever force he can to get the State Electricity Commission to step up its rate of output, because the time has arrived when the people want the electricity, and I feel they are entitled to it.

Native welfare is a problem in my own particular area, and is one of the problems that is going to take a long time to solve. Nevertheless, I would like to say that I believe the present Minister is doing everything he can to solve this particular problem. The housing of natives is being speeded up, and, as far as I am concerned, in my own particular area it is in a fairly good position. I think it is something that should be extended and expanded wherever

possible. I was concerned recently to know that there were such a lot of natives in the metropolitan area who were experiencing difficulties in getting houses. In fact, I was asked to lead a deputation to the Minister on this matter and some startling facts were presented.

I believe the Native Welfare Department has adopted the attitude that we do not want to provide houses in the metropolitan area because we do not particularly want the natives there; but surely that position cannot be allowed to continue. The natives, like anybody else, once they have learning and the ability to hold a job will naturally go to the metropolitan area, where they should be able to obtain houses, just as they can elsewhere. I have recently seen that the Minister has had some difficulty with various country local authorities and various metropolitan local authorities in getting permission to build transitional houses in particular areas. It is unfortunate that people are so unmindful of their obligations to these unfortunate people that they will deny somebody the right to build them a house in which they can live. I believe we must accept the responsibility and provide houses for these people, even to the extent of making an approach to the Commonwealth to get more finance for the purpose.

I would like to say one or two words about the industrial development that has taken place in Western Australia over the years. As I have said before, I often think that people, particularly in country areas, are too parochial in their outlook on industrial development. They seem to think that unless a big factory or a big shop, or something like that, is established in their own particular town, industrial development has not taken place. However, to my mind, we must look at it from a State level, because it is something which must do us all good, whether we live in the north, south, east, or west. If we can get it in a particular district or a particular town, so much the better. Industrial development is taking place with small beginnings throughout the State; and I believe it is going to make a real impact on the markets in Western Australia in years to come.

Naturally I was delighted, as every other member of the Government must have been, to see the conclusion of the iron ore agreements about the end of last year. There have been comments about our selling land, and that we are going to have holes in the ground, and that sort of thing; but as far as I am personally concerned a hill of dirt, iron ore, or whatever it might be at Rcebourne, or somewhere in the north is of little value to us at all. The value in that hill of dirt is the employment it creates to get the iron ore out, and the wages which it provides for families. Although the location of this activity is far removed from the southern

areas of the State, the opening up of these big iron ore deposits is going to be of tremendous benefit to us all.

The provision of food and all that type of thing is going to make a tremendous impact on the economy of Western Australia, apart from the few million pounds we may get in royalties for the iron ore itself. I do not consider that important. The importance of it is the work it will create as well as the spending power which will be made available in the agricultural areas of Western Australia.

I do not want to weary the House much longer but I would like to make one or two comments on that very important subject which is on everyone's lips at present, and that is traffic control and the toll of the road and all its associated problems. I believe that there are many other people, apart from the drivers of vehicles, the traffic police, and the like, who have some responsibility in this matter. I want to say here and now that one of the groups of people who do not give all the consideration to this that they should is the manufacturers of the vehicles themselves.

The particular type of car which I happen to be forced to drive because of my financial circumstances gives a good example. If I drive it through a pool of water—and we do have rain sometimes in Western Australia—for a mile afterwards it has no brakes. It is completely devoid of brakes. It is a crying disgrace that the manufacturer of vehicles cannot in this day and age produce a vehicle that would be capable of swimming in water if so desired and still retain its braking power.

On this same car is a speedometer which indicates that the car is capable of doing 120 miles an hour. The vehicle is not safe to drive at more than 60 miles an hour. I sometimes go faster than that if I have to, but it is not safe to do so. Yet the manufacturers have the nerve to put a speedometer suggesting that the car is capable of doing 120 miles an hour.

Mr. Tonkin: You ought to read that *Philosophy of Speed* which has been quoted.

Mr. MITCHELL: Two young men pulled into a petrol pump and one said to the other, "What speed does your car do?" The other replied, "I have not had it over 80 yet, but it should do more because the speedo says it can do 120. I got the last one up to 80 and the speedo on that only had 100 on it." That is the philosophy of thinking among young people; and I maintain that the manufacturer of a car with a speedo which claims 120 miles per hour is possible, should be prosecuted for false pretences.

Another phase—and we have heard quite a bit about this today—is that of speed signs. I believe that the erection

of graduated speed signs would be a good idea. A person who drives with any sense or reason, on approaching a town area automatically reduces his speed somewhat. But on many country roads and on those approaching the metropolitan area are to be seen speed signs indicating that 35 miles an hour only is permissible. However, there is not a house in sight nor a crossroad—nothing at all preventing an average driver doing 40 or 50 miles an hour with safety. I believe it is absolutely ridiculous to erect 35 miles-an-hour speed signs in the country and expect motorists to observe them. According to figures quoted by the Leader of the Opposition today concerning one particular area, only 7 per cent. of the cars observe the speed limit applicable. If speed limits are imposed they must be obeyed. It is ridiculous to impose speed limits which will merely encourage motorists to disregard them.

We have other problems on country roads and one of them is caused by very long semi-trailer trucks travelling very close to one another. They take a tremendous portion of the road; and although they are supposed to travel at only 40 miles an hour, most of them do about 50, and the average motorist has a terrific job to get past them.

There is another problem which I suppose many members and people in this State think I should not mention. However, a serious problem does exist today in connection with the consumption of liquor. I contend that too many people drive motorcars after having consumed more alcohol than they should.

One of the most serious factors we must consider is that the teenage to the 21-22-year-old group of drivers cause the most accidents on the roads and many of those accidents occur after the drivers have consumed alcohol. We as parents, and others, must concern ourselves with the under-age drinking which is rife at present. I know it is difficult for the police or anyone else to check this practice but I do know that right throughout the State the problem of under-age drinking is probably worse now than it has ever been before. Maybe in the old days there was a degree of under-age drinking, but those concerned were not in possession of a vehicle with which they could do damage.

As parents, as responsible people, and as leaders of society we should set an example by trying to make young people realise the dangerous position they are in by taking a few drinks and then trying to drive a motorcar. I make those comments because I am seriously perturbed at the amount of underage drinking that takes place and I feel that it could be the cause of much of the trouble experienced by this group.

With those few remarks I would like again to say how pleased I am that we are still on this side of the House as a

Government. I would like, too, to congratulate the two new Ministers on their appointment to their respective portfolios, and to express the hope that we will all have a successful session and do some good for the people of Western Australia.

**MR. HALL** (Albany) [9.44 p.m.]: I wish to make a few comments and a subject on which I wish to dwell concerns fisheries. As mentioned by His Excellency, the prime value of fish caught in Western Australia in the past year is expected to exceed last year's record figure of approximately £5,500,000. That shows a decrease in crayfish production which was offset by an increase in the price received and the additional prawn catch which will also augment the total value. Another matter I will refer to concerns the mineral sands and bauxite.

Dealing first with the subject of fisheries, I feel the Western Australian Government is missing the boat. We find we are depending entirely on the sale of crayfish as the maximum earner, which it is undoubtedly at this juncture. I hope by the inauguration and commencement of the marron farm which we will obtain with the assistance of the Government, we will receive finance to stimulate the economy of this State from that particular crustacean. The point I wish to make tonight is one I raised on a previous occasion. It is the matter of oyster farming.

It has been proved conclusively in several parts of this State that oysters will grow quite lucratively. They have existed in Albany for many years and were introduced there in 1947 by a Mr. Manea who was doing some experimental work and selling the oysters. The oysters are still growing in Albany Harbour, on the piles and on vessels which are there for some time. The man who carried out the research and experiment had 15 years' experience in oyster farming in New South Wales.

The regrowth of the oysters proved conclusively to me that Albany is a suitable place to carry out further experiments. It is obvious that shell fish can exist at Albany. In 1947, the oyster spawn was sailed from Japan to Sydney and Tasmania, and Oyster Harbour in Albany. The mortality rate on that particular occasion was very high. The mortality rate was almost at its maximum before the oysters reached Albany. The reason for this is obvious because the only way they had to sustain the life of the oysters aboard the ship was by covering them with damp bags. When the oysters were transplanted in Oyster Harbour the mortality rate was very high and it was doubtful whether they would survive. However, they have survived without

any protection against marine life whatever. They have been taken out of the harbour in bags full during 1944-45-46. The oysters are also in other parts of the Albany Harbour and are being taken by members of undersea clubs, and so on. It might seem that they are infringing the Act.

The Minister has decided in 1965—and I congratulate him on this—to carry out an experiment. He has conceded that point, but what he has not conceded is whether we will be assisted financially. He said that the experiment was not much good in 1947 and the picture looked the same in 1957. He also said that an oyster plantation in the Swan River last year failed. However, if the marine life of the oyster is studied it will be found that it will survive with a limited amount of fresh water. We well remember the floods of last year, and I would say that the chap who carried out the Swan River experiment was doomed because of the influx of fresh water. That was also the case in Albany, when the oyster was transplanted from Japan. We had heavy floods in 1952-53.

The picture at Albany has changed completely. I feel that this experiment at the cost of a few thousand pounds will be an opportunity for the Government to expand its earnings from marine life. We know that we have fallen down to some degree on what we can earn; but let us look at the statement contained in the *Fisheries Newsletter* and reprinted in September, 1964, by *The West Australian*. It is headed as follows:—

#### More Fish Bought Than Sold.

The Department of Primary Industry Fisheries Newsletter published today says fish produce imported in 1963-64 cost £11,091,000.

We do not need to go much further than that to realise how unbalanced we are economically.

Going back to supplementary diet, let us look at the agricultural development of Western Australia and note the high prices we are going to pay for beef. Mutton is at its highest. We do not seem to be able to restock the farms. Why have we not delved into this field of fish farming to help the State economically? It is essential because of the expected influx of population.

The Minister has given me an assurance that something will be done, but the department has not the services of a marine biologist. I believe it advertised for one some months ago. However, I do not know how any Fisheries Department can exist without the services of a marine biologist, because when research is carried out a biologist is necessary for advancement in this field of cultivation.

We find that in New South Wales they have gone right into fish farming. If the life of the New South Wales Fisheries Department is studied the picture will become clearer and it will be obvious what most decisively must happen in Western Australia. We will have to go much deeper into the problem. America has made quite a study of fish life because it places so much importance on this particular industry. In Japan, and America they have made a complete study of the habits of fish life. Some unusual discoveries have been made. How many times have members from this Chamber enjoyed the privilege of going fishing near an old wreck? It is always found that the growth of fish life is greater near an old wreck than elsewhere. The Americans and Japanese, and several other nations have used wrecks, heaps of rubble, old pipes, and suchlike in experiments and found that the recultivation of marine life has been prolific. They are now using fertilisers under the sea bed which has improved the marine growth and actually stimulated the fish life.

I have reams of correspondence with me to prove that every country is delving into this matter, and it goes back as far as 1940. The countries I have mentioned have realised how necessary it is to stimulate fish life for the supplementation of the diet of the people living in those countries.

Today we find other countries fishing on our shoreline, taking the fish away and processing it, and sending it back to us. Those people are taking away our national heritage. I say we are missing opportunities in this field.

The other point I wanted to mention was the potential of marron cultivation, and in this regard a man by the name of McRay has made approaches to the Government. I said before, and I say again, that I think the Minister in charge of the department—he is new in his portfolio—is to be congratulated; because at least he is trying to do something and he is prepared to do what he can to advance the work of the department. It shows that he has some progressive thoughts and he is trying to do something about the matter.

I believe that under the Act this particular type of crustacean cannot be sold and therefore the Act would have to be amended to allow marron to be sold before the industry could develop to any extent. If that were done, and the marron could be sold, the money so obtained could be ploughed back into the development of marron fishing. Marron in the southern part of the State develop very quickly and in one experiment a marron was placed in a cage and after six months I believe it measured 18 inches in length. That is a very big crustacean and I understand the marron was not fed during that period.

Other experiments have been most successful and the hatcheries at Pemberton have done a considerable amount of work in this regard.

Mr. Grayden: What you are saying is not correct. The rate of growth of marron is much slower than that.

Mr. HALL: The Pemberton hatcheries have disproved that and I should like to quote an article which appeared in the *Daily News*—

Fifty one-year-old marron, bred artificially at the Pemberton Hatchery Board ponds, have been sent to Ermington in New South Wales.

This is the first time marron bred at the hatchery have been exported from W.A.

They were part of a batch of about 100,000 bred recently for distribution to streams in the Pemberton district.

The successful method of breeding marron artificially was developed by the staff of the Pemberton hatchery, where trout have been bred for some time.

As regards regeneration, I understand 30,000 young marron are born to each female marron and so it can be seen that there is the possibility of a very lucrative industry. The Government would not be losing face in any way if it assisted a scheme for the development of marron cultivation. A little help would enable the industry to get over a big hurdle. This industry need not be confined to the area about which I am concerned. If these crustaceans can breed in the hatcheries at Pemberton there is no reason why they should not breed in the streams in the south-west corner of the State. It is an industry with tremendous possibilities and I believe the price that can be obtained for marron is better than that which can be obtained for crayfish. They are very palatable and I understand the Fisheries Department is anxious to assist such an industry.

The Department of Industrial Development assists certain industries and so it should be able to assist an industry such as this to the tune of at least £2,000 or £3,000 as an experiment. I am sure the scheme would be successful. If the department could assist the two fishing ventures I have mentioned it would be of considerable benefit to the economy of this State. From there I think we could develop into fish farming. We hear and read about what has been done in this direction—

Mr. Grayden: It has been going on in Western Australia for years.

Mr. HALL: In certain country areas, but with only a few trout and perch. We have not really got down to the basis of fish farming.

Mr. Grayden: Yes they have, in farms on the wheatbelt.



Mr. HALL: But only in ponds and dams. Nothing of any size has been done. In the life of a marron other marron are one of the greatest destroyers. They are cannibals, and the bigger fish will eat the smaller ones. So the small marron have to remain in the hatcheries until they are of sufficient size to protect themselves—until they are big enough to fight for themselves. Frogs and other fish, too, will eat or destroy the young marron, and unless they are protected in their early life the mortality rate is high. Therefore, if the Government could give some help to oyster farming and to the cultivation of marron, it would be of great assistance.

The other point I wish to mention, and which in my opinion is a more serious one, is something about which the Government cannot be commended.

I refer to the repeated and continual failure of the electricity supply in the southern portion of the State. In Albany, which has a population of 14,000, and a number of industries, and in Denmark and Mt. Barker the people are plagued with supply failures. The member for Stirling earlier this evening was congratulating the Government on the extension of electricity supplies to country areas. Maybe he has a point; but I think if he were honest, and looked at the position squarely, and at the length of lines which will have to come from the Muja power station, and the possibility of failure along those lines, he would realise that all that should have been done has not been done. Another Country Party member will be in the same position as I am this evening and he will certainly have to complain about the continued breakdowns.

The failure of the supply in towns like Albany, with its population of 14,000, and in Denmark and Mt. Barker, is a calamity. It has represented a loss of thousands of pounds in the industrial, commercial, and domestic life of those towns. That fact cannot be refuted. In 1963 the three towns I mentioned had blackouts for 3 hours 9 minutes; in 1964 they suffered more blackouts; and in 1965 Albany was blacked out for 4 hours 9 minutes. On that occasion I would say the only thing that saved the commercial people in Albany was the fact that it happened on a Saturday afternoon. What could be more damaging or devastating to industrial expansion than that? In the satellite towns around Albany, where people are working, and industry is expanding, power failures are of considerable importance.

We know, or it has been said, that the manager of the electricity undertaking conferred with the Minister and then they conferred with somebody else. But what happened? Nothing. We had blackouts in 1963. We had blackouts in 1964; and we are having blackouts in 1965. There have been failures; and in 1965 Albany has

been blacked out for 4 hours 9 minutes. If I had my way I would move a censure motion on the Government on this matter. I would like to move to have the Estimates reduced by £1 as a vote of censure on the Government. I think it is worthy of censure because of its failure to provide a continuity of electricity supply for the districts I have mentioned.

I could quote question after question from *Hansard* where I asked the Minister to do something about this matter. In 1963, 1964, and now in 1965 I have received the same answer. Albany sold its birthright when it sold its two power houses thinking that it was going to get a better system. One system was to be installed and it was supposed to be a better one. But what do we find? We are still having power failures in 1965. The power stations there were sold for a song—they were practically given away. The only mistake the people concerned made was that they did not ask for four times the amount they received; in that way they would have got a little more for their birthright.

In this regard I would issue a note of warning to the people of Geraldton and Kalgoorlie who have their own power supply. They should ask for six or seven times the present value of their power stations if they sell to the Government because they will be selling their birthright. They want to make sure that they get the maximum benefit and protection before they sell. In Albany we have industries like the woollen mills which are working on a 24-hour day basis. The mills have Army contracts and they are trying to fulfil those contracts. Imagine what a breakdown in power supplies for 4 hours 9 minutes means to a place like that! It would mean a loss of thousands of pounds to the mills because a batch of articles being dyed would be badly damaged. Borthwicks meatworks depend on electric power as do Hunt's canneries, the brickyards, the small steel industries, and many other similar undertakings. Any collapse there means that there will be added expenses in every sphere of industry, and that cannot be denied.

The only answer the Government needs to give is an offer of continuity of electricity supplies. Such a guarantee would ensure the continuance of existing industries and their development in the future. I would hate to think what would happen to the southern portion of the State where there are two major power houses operating if continuity of supply were not guaranteed. Also, there is more than a possibility of another power house being built in the metropolitan area, and I am sure that city dwellers would want to be given some assurance of an efficient service.

The total population of the southern portion of the State and its satellite areas is about 50,000 and they are subject to these long transmission lines without any

guarantee of continuity of supplies for domestic purposes and for commercial undertakings. The only way an efficient service can be provided to give satisfaction to the consumers is to install a ring main system which will definitely provide a continuity of electricity supplies and this, in turn, would assist in opening up that portion of the State by the development of further industry. If this cannot be done the only alternative is to erect a substation so that the electricity supply of Albany can be supplemented to give some form of continuity.

We often see articles published in *The West Australian* and the *Daily News* encouraging decentralisation of industry and the expansion of various schemes the Government has in mind. I might mention to the Minister for the North-West that it would seem that the Press has given him away if one can judge from what is contained in the newspaper articles. Although the northern part of our State may show some potential of providing a lucrative income, I think that those people residing in the southern portion of Western Australia are entitled to some privileges and at least a guarantee of a continuity of electricity supplies to those in industry and commercial life.

Mr. Crommelin: You should have been in Claremont the other night, when people were going around trying to buy a packet of candles to provide some light.

Mr. HALL: I thought the member for Claremont was going to say that I should be in Claremont. I would point out to that honourable member that at the Albany Regional Hospital a short time ago the doctor in attendance had to effect a birth by candlelight. The Albany Regional Hospital is a modern institution equipped with many amenities, including an auxiliary electricity plant, but by the time such a plant is brought into operation one does not know what could happen. The people in Albany are suffering from a feeling of insecurity because of the failure of the Government to guarantee a continuity of electricity to both domestic consumers and to those conducting industrial undertakings. Apart from the Albany Regional Hospital many of these undertakings have installed auxiliary electricity plants, but these extra installations mean added cost in all spheres of industry. This is one reason why there is no incentive for people to decentralise industry in country areas.

I hope the Minister for Industrial Development will give consideration to these added and unnecessary costs. The people living in the southern portion of the State do not enjoy any concessions. We consider that the establishment of industries in that area stimulates growth and progress. The establishment of Hunt's Canneries and the Albany Woollen Mills at Albany are,

undoubtedly, a stimulus to the decentralisation of industry. The Minister for Industrial Development has always hammered home that point. It is preferable to have half a dozen small industries scattered in various portions of the State than to have one large industry situated in the metropolitan area, but if these small industries cannot be guaranteed a continuity of electricity supplies they are doomed to failure. I do not want to deal with this question any further, but I was anxious to draw the attention of the House to the seriousness of the situation.

On the 3rd August, 1965, I asked the Minister for Police several questions concerning the inspection of petrol measuring instruments, and in his reply I have discovered several weaknesses that exist. However, in any case, I do not think anybody in this House could police the number of petrol measuring instruments that are used throughout the State. Nevertheless, when we analyse the answers given by the Minister for Police we can visualise what is happening at various petrol stations throughout Western Australia every day of the week. My first question to the Minister was:—

- (1) As it is required by section 29 of the Act that every weighing or measuring instrument used for trade shall be verified by an inspector at least once every two years, can he advise the number of inspections made in the year 1964, relevant to petrol measuring instruments?

The reply to that question was:—

Number of inspections for the year 1963-64: 3,702.

I would say that the inspectors, under the Weights and Measures Act, apart from carrying out inspections of petrol measuring instruments, would have to carry out many other duties. My No. (2) question was as follows:—

- (2) How many of the instruments inspected were found to be incorrect in the year 1964?

And to that the Minister replied:—

Number of incorrect instruments for the same year: 987.

This proves that there were 987 petrol measuring instruments that were not operating correctly during 1963-64.

My third question was:—

- (3) How many petrol measuring instruments were inspected during the year 1965?

And the Minister's answer was:—

Number of inspections during the year 1964-65: 3,545.

In 1964-65 fewer inspections were made than in the previous year, but it will be found that in 1964-65 a greater number

of petrol stations were built and a greater number of petrol measuring instruments were being used, but, nevertheless, fewer inspections were made, so one must ask if the petrol consumers were receiving a fair deal.

My question No. (4) was as follows:—

- (4) How many petrol measuring instruments inspected in the year 1965 were found to be incorrect?

To which the Minister replied:—

Number of incorrect instruments for the same period: 821.

My fifth question was:—

- (5) As there has been a decided increase in the number of service stations in this State, can he advise the House if a record is kept of all petrol measuring instruments and, if so, what are the statistical figures for the years 1964 and 1965?

The answer was:—

Statistical records are not kept, but an examination of inspectors' log books shows that there are approximately 5,800 pumps.

I am not going to dispute that the Minister is satisfied with such verification, but can any member in this House tell me that, when a motorist obtains petrol at a service station and sees the petrol being pumped up into the bowser, he has any definite proof that the correct number of gallons are being received for the money tendered? These petrol pumps are being installed in service stations all over the State in increasing numbers and yet the number of inspectors whose duty it is to police these pumps has not grown in proportion to the number of service stations that have been erected over the years.

I think that is one which the Government should look at carefully. I do not condemn the service stations at this juncture, nor do I condemn the people who serve the petrol. But it is quite easy to see the position if one takes an example of some of our supermarkets where calculations go on to the computer and where with a penny here and 2d. there one can imagine what is made at the end of the day. I would, therefore, like the Government to have a good look at this question of petrol service.

Another important matter to which I would like to refer is the extension of the Albany Regional Hospital. A very great problem exists in the actual accommodation available for patients suffering from infectious diseases. This is a modern hospital, which leaves nothing to be desired in many ways; but yet we find there is no provision for segregating infectious cases, whether they be children or adults. The problem becomes quite acute when there is an influx of such diseases as there is

at times from the natives, and the nursing staff has a tremendous job trying to segregate the patients—those who are suffering from infectious diseases from those who are not. The whole position is a very dangerous one at the moment because, as I have said, no quarantine provisions exist at all. In the old hospital provision did exist for segregating infectious diseases patients from others. As I have pointed out, the position is quite alarming and I hope something will be done about it.

I also think the Government should revise its thinking and its outlook in relation to Seaton Lodge, which is a "C"-class hospital. I think the Government should give consideration to taking back the old district hospital and using it for the care of the aged. There are many geriatric cases who require a certain amount of medical treatment and who occupy high-priced beds at the Albany Regional Hospital. They are not in need of a great deal of hospital treatment, although they are entitled to it, and the only place they can be cared for is at the Albany Regional Hospital. There would be nothing wrong in taking back the old district hospital and allowing it to revert to a "C"-class hospital for the aged. That is all I have to say at the moment although I will have a great deal more to say on the Estimates.

To sum up, firstly I would like to ask the Government whether we are doing enough in the way of developing the fishing industry. I would also like to point out that the southern portion of the State is sadly in need of a continuing electricity supply. The next point I wish to raise is the question of hospitals. I see the Minister is now in his seat; so I daresay some action will be taken to study the possibility of segregating patients with infectious diseases from other patients.

Debate adjourned, on motion by Mr. W. A. Manning.

## COMMITTEES FOR THE SESSION

### Council Personnel

Message from the Council received and read notifying the personnel of sessional committees elected by that House.

## SUPPLY BILL, £28,000,000

### Returned

Bill returned from the Council without amendment.

House adjourned at 10.21 p.m.