

as suggested in this Bill. Another matter which I did not raise during the second reading was that it might be worth while to look at the composition of the board when the regional art galleries are established. The present board is working particularly well with its five members. However, the Public Library Board has 13 members, many of whom are representatives of local government. I am told that those people contribute something of value to the board meetings. If the Art Gallery Board moves into the country at some future time, perhaps representatives of local government associations or shire councils could be included on the board.

The Hon. L. A. LOGAN: The point raised by Mr. Cloughton is worth thinking about. At the moment, of course, five members are sufficient because they deal only with the Perth Art Gallery. When the work expands, and the board has to move around the State, we can then take some interest in this aspect. I am sure consideration will be given to it.

The Hon. W. F. WILLESEE: All my fears are at rest; I will not move the amendment I have on the notice paper.

Clause put and passed.

Clauses 4 to 7 put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

House adjourned at 3.16 p.m.

Legislative Assembly

Thursday, the 10th October, 1968

The DEPUTY SPEAKER (Mr. W. A. Manning) took the Chair at 2.15 p.m., and read prayers.

QUESTIONS (31): ON NOTICE GLENMERVYN DAM

Commencement and Capacity

1. Mr. KITNEY asked the Minister for Works:

- (1) When is work scheduled to commence on the Glenmervyn dam?
- (2) When completed, what will be the estimated holding capacity of the dam in gallons?

Mr. ROSS HUTCHINSON replied:

- (1) Tenders will be invited on the 19th October, 1968, and it is anticipated that the successful contractor will commence work within 10 to 12 weeks of that date.
- (2) 325,000,000 gallons.

COMO HIGH SCHOOL

Staff and Hall

2. Mr. MAY asked the Minister for Education:

- (1) Will he advise the anticipated staff composition of the new Como high school?
- (2) Will this school be provided with a large hall suitable to conduct gymnasium classes?

Mr. LEWIS replied:

- (1) The staff will consist of a principal, a deputy principal, a principal mistress, and assistants. The number of assistants will be dependent upon enrolments and the classes established.
- (2) A large covered area has been designed adjacent to the change-rooms and cafeteria. Similar structures in the new high schools at South Fremantle and Rossmoyne have proved to be most effective.

POWER STATIONS

Price of Fuel Oil, and Production Percentages

3. Mr. JONES asked the Minister for Electricity:

- (1) Is the price paid for fuel oil being used at the South Fremantle Power Station in accordance with the Government tender board schedule of prices?
- (2) What percentage of power at present being generated by the State Electricity Commission is produced at—
 - (a) Bunbury;
 - (b) Muja;
 - (c) South Fremantle;
 - (d) East Perth;
 - (e) Collie?

Mr. NALDER replied:

- (1) The price of fuel oil is confidential.
- (2) For the year ended the 30th June, 1968—
 - (a) 27.4 per cent.
 - (b) 55.5 per cent.
 - (c) 12.3 per cent.
 - (d) 2.3 per cent.
 - (e) 2.5 per cent.

BALD HILL AND EMU BROOK AREA

Future Development

4. Mr. McIVER asked the Minister for Lands:

What is the Government's intention for the future of the Bald Hill-Emu Brook waterfall area having regard to the preservation of the flora and fauna therein and the provision of a recreational reserve and tourist attraction in the vicinity of Emu Brook waterfall?

Mr. BOVELL replied:

The future of the area concerned will be examined with due regard to, and with special emphasis on, its potential as a reserve for the purposes mentioned.

5. *This question was postponed.*

DOMESTIC WATER SUPPLIES

Extension in Geraldton Area

6. Mr. SEWELL asked the Minister for Water Supplies:

Can he give a firm date when domestic water will be supplied to householders in the Glenfield and Waggrakine areas?

Mr. ROSS HUTCHINSON replied:

It is anticipated that water will be available to approximately one half of the consumers in the Glenfield and Waggrakine areas by the end of March, 1969.

It is planned that the remainder of the area will be reticulated during the first half of the 1969-70 financial year.

WATER RATES

Metropolitan Area

7. Mr. GAYFER asked the Minister for Water Supplies:

What would be the annual water rate charge on a dwelling in the metropolitan area with an annual value of \$280?

Mr. ROSS HUTCHINSON replied:

House or owner-occupied flat or home unit—\$11.90.

Other residences—\$18.90.

TRAFFIC ACCIDENTS

Ord Street, Fremantle

8. Mr. FLETCHER asked the Minister for Police:

(1) How long has the extension of Ord Street, Fremantle, been completed and open to traffic from the intersection of Ellen Street to Finnerty Street?

(2) What number of traffic accidents or collisions have occurred at the first-mentioned intersection since opening to traffic?

(3) As this is a new road, unknown as yet to many, including Fremantle drivers, are there any "Slow," "Stop," or warning signs at either end mentioned?

(4) If not, is there any intention to install same?

(5) If so, when?

Mr. CRAIG replied:

(1) It was opened on the 24th September, 1968.

(2) Reports of accidents since the extension was opened have not yet been fully tabulated and a posi-

tive figure cannot be given at this stage. However, there were reports of a high frequency of accidents resulting in an investigation of the two intersections.

(3) On the 9th October "Stop" signs were erected in Ord Street on both approaches to Ellen Street, and in Ord Street on its approach to Finnerty Street.

(4) and (5) Answered by (3).

RAILWAY DAMS

Transfer to Water Supply Department

9. Mr. GAYFER asked the Minister for Water Supplies:

Referring to the policy of transferring to the Water Supply Department, dams in country areas which are no longer required for railway purposes because of the change from steam to diesel locomotives—

(1) Could the House be informed of the number of transfers that have so been effected and where these dams are sited?

(2) At what country centres is it shortly proposed to effect similar transfers?

(3) Which railways dams have not been transferred from the Railways Department to the Water Supply Department over the last 14 years and in whom have they been vested when their use is no longer required by the Railways Department?

(4) Why was such a decision made in these cases when the current policy of transferring non-required railway dams to the Public Works Department and the Water Supply Department for use within the comprehensive water scheme has been, it is stated, in force for the last 14 years?

Mr. ROSS HUTCHINSON replied:

(1) Transfers of railway dams at some 49 country centres have been effected, as listed hereunder—

Bardoc
Malcolm
Laverton
Widgiemooltha
Pioneer
Bromus
Salmon Gums
Scaddan
Esperance
Yellowdine
Karalee
Boorabbin
Bruce Rock
Boondi
Woolgangie

Bullabulling
Kalgoorlie
Moorine Rock
Bodallin
Kooraranallye
Burracoppin
Manmanning
Koorda
Wongan Hills
Perenjori
Mullewa
Pithara
Buntine
Caron
Canna
Koolanooka
Ajana
Yalgoo
Yuna
Mt. Magnet
Wyening
Bencubbin
Beacon
Bonnie Rock
Newdegate
Kununoppin
Chinocup
Congellin
Nabawa
Coorow
Koojan
Moora
Walkaway
Watheroo

- (2) Railway dams will become available in the near future at some 20 country centres, as listed hereunder—

Muntagin
Kellerberrin
Quairading
Merredin
Wyalkatchem
Amery
Yornaming
Tambellup
Cranbrook
Burngup
Wickepin
Corrigin
Dudin
Kondinin
Duggan
Pingaring
Boyup Brook
Eulin
Nooknellup
Mullalyup

- (3) Railway dams at seven localities were not taken over from the Railways Department. List hereunder—
Wurarga
Nallan
Coongoo
Stake Well
Day Dawn
Meekatharra
Yaganoo
The dams are still under the control of the Railways Department.

- (4) The seven dams listed in the Murchison district which were not taken over served no useful purpose in localities where underground water suitable for stock and domestic purposes was generally available.

If the honourable member has in mind the status of the Bruce Rock railway dam, I could give him further information.

SEWERAGE CHARGES

Increase to Local Authorities

10. Mr. MITCHELL asked the Minister for Water Supplies:

- (1) Is he aware that sewerage charges to some local authorities have increased by 3,000 per cent.?
- (2) If "Yes," what law has been amended to permit this increase?
- (3) If no law has been altered, how was this increase brought about?
- (4) Would it not be reasonable to expect that, in future, approval by Parliament should be requested before such increases are made?

Mr. ROSS HUTCHINSON replied:

- (1) to (4) Local authority establishments are not ratable under the provisions of the Country Towns Sewerage Act, but if connected to a sewer, they are charged an annual charge in lieu of rates. Up to the 1st July, 1968, these charges were nominal and anomalous in comparison with the rates on privately owned and occupied ratable premises. As from the 1st July, 1968, the annual charges on local authority establishments were amended to parallel those imposed by way of rates on privately owned properties. This was done by amendment of the by-laws made under the provisions of the Country Towns Sewerage Act, 1948-65, published in *Government Gazette* No. 93 of the 8th November, 1967, and forwarded to the Legislative Assembly for the observance of tabling formalities on the 11th November, 1967.

HIGH SCHOOLS IN BUNBURY

Enrolments and Class Sizes

11. Mr. WILLIAMS asked the Minister for Education:
- (1) What were the total enrolments for each grade at the Bunbury Senior High School and the Newton Moore High School for the years 1965 to 1968, inclusive?
 - (2) What were the average class sizes at these schools during the same period?

Mr. LEWIS replied:

- (1) See table 1.

TABLE 1

	Year 1	Year 2	Year 3	Year 4	Year 5	Special Classes	Total Secondary
Bunbury Senior High School—							
1st August, 1965	334	336	222	139	78	24	1,133
1st August, 1966	198	173	260	140	92	23	886
1st August, 1967	198	198	168	127	102	20	813
1st August, 1968	210	203	170	120	82	16	801
Newton Moore High School—							
1st August, 1965	.....	.....	.....	.....	.....	.....	.....
1st August, 1966	155	151	.....	.....	.....	.....	306
1st August, 1967	158	148	124	.....	.....	.....	430
1st August, 1968	161	154	123	.....	.....	.....	438

(2) Class sizes are not constant for all subjects, as students in a particular class may take alternative subjects; for example, science B

or commerce. If English, which is taken by all students, be accepted as a basis, the figures in table 2 will apply.

TABLE 2

	Size of Classes.	Subject : English				
		Year 1	Year 2	Year 3	Year 4	Year 5
Bunbury Senior High School—						
1st August, 1965	37	37	32	20	20
1st August, 1966	40	35	32	23	23
1st August, 1967	33	33	28	21	20
1st August, 1968	35	34	28	20	16
Newton Moore High School—						
1st August, 1965
1st August, 1966	39	38	....	....	....
1st August, 1967	32	37	31	....	....
1st August, 1968	32	31	31	....	....

The above does not include special classes for handicapped children.

BUNBURY TECHNICAL SCHOOL

Planning

12. Mr. WILLIAMS asked the Minister for Education:

- (1) At what stage of planning is the new Bunbury technical school?
- (2) What information can be given regarding trades to be catered for, number of rooms, probable cost, etc.?
- (3) When are tenders likely to be called for this building?

Mr. LEWIS replied:

- (1) It is anticipated that drawings will be completed and specifications prepared by January, 1969.
- (2) The design of the school provides for 12 classrooms, two drawing rooms, two audio-typing rooms, one art studio, and a library. Facilities will be provided for the teaching of cooking, dressmaking, and millinery. Workshops and laboratories will be provided for the following trades:—

Electrical
Radio and TV
Instrument mechanics
Fitting and machining

Motor mechanics
Carpentry and joinery
Welding
Ladies hairdressing

The cost indication for this project is of the order of \$1,400,000.

- (3) It is expected that tenders will be called about mid-March, 1969.

STATE HOUSING COMMISSION LAND

Bunbury

13. Mr. WILLIAMS asked the Minister for Housing:

- (1) How much land does the State Housing Commission own in the Bunbury area?
- (2) In which specific localities is this land, and the area in each case?
- (3) What number of dwellings would this land provide?

Mr. O'NEIL replied:

- (1) Approximately 1,980 broad acres.
- (2) (a) Bunbury South: 1,500 acres. Includes 100 acres in the Withers locality.
(b) Picton locality: 480 acres. Includes 308 acres in the Shire of Dardanup.

- (3) Whilst proposals which have been approved in principle by the local authority for the development of the 100 acres at Withers will provide for something of the order of 700-800 units of accommodation, no forecast as to housing potential of the remaining 1,880 acres south of Bunbury and in the Picton locality can be given at this point of time.

HOUSING

Bunbury

14. Mr. WILLIAMS asked the Minister for Housing:

- (1) How many State Housing Commission houses of the various types are to be built in Bunbury this financial year?
- (2) Will any of these be built in the Withers medium-density area; if so, how many?
- (3) When is work to commence on the Withers medium-density area?

Mr. O'NEIL replied:

- (1) 78 units.
- (2) Yes. 50 units.
- (3) Subject to formal approval of the local authority and the Town Planning Board as to detailed plans, land development works will be programmed to permit of home-building construction in the early part of 1969.

15. *This question was postponed.*

NORTHCLIFFE JUNIOR HIGH SCHOOL

Extensions to Manual Arts Centre

16. Mr. H. D. EVANS asked the Minister for Education:

- (1) Have extensions to the manual arts centre at the Northcliffe Junior High School been approved?
- (2) Has there been any delay in commencing any such proposed extensions?
- (3) When is it expected that proposed extensions, if any, will be—
(a) commenced;
(b) completed?

Mr. LEWIS replied:

- (1) The provision of a manual arts centre at the Northcliffe Junior High School was listed in the 1968-69 departmental estimates, and working drawings and specifications have been prepared for the work.
- (2) The calling of tenders is being held pending the allocation of the necessary finance.
- (3) (a) and (b) Definite dates have not been determined.

COUNTRY SCHOOL CHILDREN

Bus Transport

17. Mr. H. D. EVANS asked the Minister for Education:

- (1) Could he outline fully to the House the obligations of the Education Department to provide bus transport for children under nine years of age who live two and a half miles from the nearest school?
- (2) Is he aware that 10 school children under nine years of age live at the Yornup Forests Department settlement, which is over two miles from the nearest school, and have no school bus service?
- (3) Would he please indicate what action he intends to take in this instance?

Mr. LEWIS replied:

- (1) Children must live more than three miles from the nearest school to be eligible for bus transport.
- (2) Yes.
- (3) At present no action to provide bus transport to Yornup School is anticipated.

DIVISIBLE LOADS

Heavy Transporter Vehicles

18. Mr. H. D. EVANS asked the Minister for Police:

- (1) Are any Government departments permitted to carry divisible loads on heavy transporter vehicles?
- (2) Is he prepared to permit private contractors to move divisible loads on heavy transporter vehicles?
- (3) If not, what is his reason for so deciding?

Mr. CRAIG replied:

- (1) The Metropolitan Water Supply, Sewerage and Drainage Board has been given a permit to transport oversize divisible loads consisting of 54-inch and 48-inch diameter water pipes until the 31st December, 1968; and
The Postmaster-General's Department is transporting drums of cable for the coaxial project between Geraldton and Carnarvon.
- (2) A permit has been granted for a short period to a private contractor in the Port Hedland area to transport railway sleepers.
- (3) In the interest of safety it is necessary to restrict the movement of oversize vehicles, Government owned or otherwise, to the absolute minimum.

WOOL EXPORTERS ROYAL COMMISSION

Terms of Reference

19. Mr. JONES asked the Premier: Will he advise Parliament of the terms of reference of Mr. F. T. P. Burt, Q.C., Royal Commissioner appointed to inquire into the activities of Wool Exporters and others?

Mr. NALDER (for Mr. Brand) replied: Yes. The terms of reference are as follows:—

Appoint FRANCIS THEODORE PAGE BURT, Q.C., of 64 Leake Street, Cottesloe, to inquire into and report upon—

- (a) all aspects of the trading activities of:—

Wool Exporters Pty. Ltd.
W. J. Hewett & Co. Pty. Ltd.

Hewett Wools Pty. Ltd.
Overseas Wool Country Division Pty. Limited.

Wool Exporters Holdings Pty. Ltd.

Overseas Wool Trading Company Pty. Ltd.

Rex Robertson & Co. Pty. Ltd.

Prevost Trading Pty. Ltd.

Henry Sanderson & Co. Pty. Ltd.

Midland Wool Co. Pty. Ltd.

Commission Sorters Pty. Ltd.

Jandakot Wool Scouring Company Pty. Limited.

(hereinafter called "the Companies") prior to the 13th of December, 1966, and into the acts done and transactions had in relation to the Companies, or any of them, by the Bank or Banks at which the Companies, or any of them, banked, with respect to—

- (i) the cause or causes of the failure of each one of the Companies which has failed;

- (ii) the conduct of any of the Companies or of any such Bank, or of an individual, whether a member of or a director of or a servant of any of the Companies or of any of the Banks or not, in so far as such conduct caused or is associated with the cause or extent of any such failure; and

(b) any complaints received by the Government prior to the date of the annexed Commission concerning or arising out of the report of the Inspector appointed under the Companies Act, 1961-1966, to investigate the affairs of Wool Exporters Holdings Pty. Ltd. and its subsidiaries;

and to make such recommendations in regard to the foregoing as the Commission thinks fit.

20. This question was postponed.

TRAFFIC

Hazard at Third Avenue Bridge

21. Mr. HARMAN asked the Minister for Traffic:

Will he arrange for an investigation to be made of the traffic hazards occurring at the Third Avenue Bridge with a view to taking remedial action, if so required?

Mr. CRAIG replied:

Yes. The Main Roads Department will investigate traffic movement at the approaches to the Third Avenue Bridge.

PAROLE AND PROBATION OFFICERS Number, Resignations, and Transfers

22. Mr. HARMAN asked the Minister representing the Minister for Justice:

- (1) What is the maximum number of parole and probation officer positions allowed by the Public Service Commissioner?
- (2) How many positions are occupied either permanently or temporarily at present?
- (3) How many officers employed either permanently or temporarily have resigned or been transferred in the past three years?
- (4) What is the present case load—parole and probation—for each male and female officer?

Mr. COURT replied:

- (1) 17.
- (2) 17. In addition three officers are on full time study leave.
- (3) Nine.
- (4) Male 108.
Female 64

POLICE TRAINING CENTRE Swan Bank Road: Upgrading

23. Mr. HARMAN asked the Minister for Police:

- (1) As the police training centre building is in the course of construction and as this centre will attract increasing vehicular traffic, has any

discussion taken place or arrangements made with the Perth Shire to upgrade Swan Bank Road as an access route?

- (2) If not, would he consider the proposition?

Mr. CRAIG replied:

(1) No.

(2) Yes.

24. *This question was postponed.*

FITNESS AUSTRALIA, W.A. BRANCH Government Assistance

25. Mr. DAVIES asked the Premier:

- (1) Does the Government support the W.A. Branch, Fitness Australia either financially or otherwise?
(2) If so, what are the details of such support?

Mr. LEWIS (for Mr. Brand) replied:

(1) Yes.

(2) (a) A State committee under the chairmanship of Commodore W. B. Marks is conducting a campaign within the State and the detailed work is done by the National Fitness Council.

(b) A State grant of \$2,000 and a contribution of \$379.80 from National Fitness funds were paid towards meeting the cost of \$2,879.80 for two advertisements in *The West Australian* illustrating Fitness Australia exercises.

BRIDGE ACROSS SWAN RIVER

Government Decision

26. Mr. DAVIES asked the Minister for Works:

When can a decision be expected on the provision of a further bridge across the Swan River and other recommendations contained in the last De Leuw Cather report?

Mr. ROSS HUTCHINSON replied:

The Main Roads Department is still considering the proposals submitted in the Phase II Report by De Leuw Cather & Co. A copy of this report was distributed to all metropolitan local authorities, and the department is waiting for comments from some of them. It will be some time before any decisions are made.

MILK

License Fees: Payment by Retail Shops

27. Mr. I. W. MANNING asked the Minister for Agriculture:

- (1) Is a license fee imposed by the Milk Board on retail shops selling milk?

(2) If "Yes," what is the fee?

(3) Are retail shops selling other products controlled by statutory boards, such as eggs and potatoes, also required to pay a license fee?

(4) If the answer to (3) is "No," why is a fee charged for the sale of milk?

Mr. NALDER replied:

(1) Yes.

(2) \$5 per annum.

(3) No.

(4) Milk and cream are highly perishable products supplied on a daily basis and must be kept under refrigeration at all times, and supervision of premises, storage facilities, and equipment, is necessary.

HAMERSLEY IRON PTY. LTD.

By-laws

28. Mr. TONKIN asked the Minister for the North-West:

(1) When is it expected that by-laws will replace the "regulations" under which Hamersley Iron Pty. Ltd. is at present operating?

(2) Will these by-laws be tabled during the current session of this Parliament?

Mr. COURT replied:

(1) and (2) As advised to the member for Pilbara in answer to question 10 yesterday, this matter is still under discussion.

HOUSING DEVELOPMENT

Canning Vale

29. Mr. BATEMAN asked the Minister for Housing:

In view of the large area of land held by the State Housing Commission between Nicholson Road, Spencer Road, and Cameron Street, Canning Vale, will he advise when it is anticipated housing development will begin in this area?

Mr. O'NEIL replied:

Provided the commission's holdings in this locality are rezoned to urban in the proposals which are now before Parliament in respect of the reclassification of land in the Canning Vale-Armadale corridor, and subject to approval of the Town Planning Board as to detailed plans, housing development will be programmed in accordance with the target date for sewerage installations which are scheduled for completion early 1970.

30. *This question was postponed.*

METROPOLITAN REGION PLANNING AUTHORITY

Source of Loan Borrowings

31. Mr. JONES asked the Minister representing the Minister for Town Planning:

(1) Will he supply the names of the banks, insurance companies, trusts, and superannuation boards from which the loan borrowings of the Metropolitan Region Planning Authority have been raised and the amounts borrowed from each source?

(2) Are sinking fund payments due on all borrowing from date of issue of loans?

Mr. LEWIS replied:

(1)

Loan No.	Name of Lender	Amount Borrowed
1.	Commonwealth Superannuation Board	200,000
2.	Defence Forces Retirement Benefits Board	200,000
3.	Republic of Nauru—Landowner Royalty Trust Fund	10,000
4.	Defence Forces Retirement Benefits Board	300,000
5.	National Mutual Life Association of Australia Ltd.	60,000
6.	National Mutual Life Association of Australia Ltd.	30,000
7.	State Government Insurance Office	100,000
8.	Papua and New Guinea Superannuation Fund	60,000
9.	National Mutual Life Association of Australia Ltd.	60,000
10.	Defence Forces Retirements Benefits Fund	320,000
11.	Mutual Life & Citizens Association Co. Ltd.	160,000
12.	Commonwealth Superannuation Board	200,000
13.	Papua and New Guinea Superannuation Board	40,000
14.	Bank of New South Wales Savings Bank Ltd.	360,000
15.	National Mutual Life Association of Australia Ltd.	50,000
16.	Colonial Mutual Life Assurance Society Ltd.	100,000
17.	Bank of New South Wales Savings Bank Ltd.	400,000
18.	State Government Insurance Office	50,000
19.	Bank of New South Wales Savings Bank Ltd.	200,000
20.	Bank of New South Wales	190,000
21.	State Government Insurance Office	65,000
22.	Rural & Industries Bank of W.A.	100,000
23.	Motor Vehicle Insurance Trust	100,000
24.	Republic of Nauru—Long Term Investment Fund	72,000
25.	Commonwealth Superannuation Board	215,000
26.	Swan Portland Cement Ltd.	10,000
27.	Superannuation Board of W.A.	38,000
28.	The Mutual Life & Citizens' Assurance Co. Ltd.	50,000
29.	Republic of Nauru—Long Term Investment Fund	50,000
30.	Bank of New South Wales Savings Bank Ltd.	130,000
31.	Colonial Mutual Life Assurance Society Ltd.	100,000
32.	Commonwealth Superannuation Board	250,000
33.	A.M.F. Society	100,000
34.	E.S. & A. Bank Ltd.	50,000
35.	State Government Insurance Office	50,000
36.	Rural & Industries Bank of W.A.	20,000
37.	State Government Insurance Office	50,000
38.	Motor Vehicle Insurance Trust	200,000
39.	Being Negotiated	
40.	E.S. & A. Bank Ltd.	90,000

(2) No. Sinking funds are not established when loan agreements provide for annual repayment of principal and interest.

QUESTIONS (2): WITHOUT NOTICE AVON RAILWAY YARDS

Access Road

1. Mr. McIVER asked the Minister for Railways:

In relation to my letter referring to the access road, Avon railway yards, can the Minister advise what action the department proposes to take in this matter?

Mr. O'CONNOR replied:

The department has arranged for the work to be undertaken by the Northam Town Council as soon as possible.

COUNTRY SCHOOL CHILDREN

Bus Transport

2. Mr. H. D. EVANS asked the Minister for Education:

(1) Do Education Department regulations provide that school children under the age of nine years and living over two miles from a school shall be eligible for a bus service?

(2) If this is not so, when was the regulation changed?

Mr. LEWIS replied:

(1) and (2) I do not know when the regulation was made, but it has been in operation since I have been Minister for Education. I do not know how long it operated before that time, but the regulation is that no child qualifies for a bus service if that child lives within three miles of a school.

CLOSING DAYS OF SESSION: FIRST PERIOD

Standing Orders Suspension

MR. NALDER (Katanning—Deputy Premier) [2.35 p.m.]: I move—

That, until the 31st December, or until such earlier date as may be ordered—

(1) Standing Order 224 (Grievances) be suspended and

(2) The Standing Orders be suspended so far as to enable Bills to be introduced without notice, to be passed through all their remaining stages on the same day, and all Messages from the Legislative Council to be taken into consideration on the same day they are received.

MR. TONKIN (Melville—Leader of the Opposition) [2.36 p.m.]: The Premier had the courtesy to refer this matter to me before he gave notice of the motion yesterday. We have no objection; this is

normal procedure at this time and we will do everything we can to expedite the business of the House. We realise that a motion of this kind is necessary at this stage of the session.

Question put and passed.

GOVERNMENT BUSINESS

Precedence on all Sitting Days

MR. NALDER (Katanning—Deputy Premier) [2.37 p.m.]: I move—

That, until the 31st December, or until such earlier date as may be ordered, on and after Wednesday, 16th October, Government business shall take precedence of all Motions and Orders of the Day on Wednesdays as on all other days.

Question put and passed.

BILLS (3): INTRODUCTION AND FIRST READING

1. Appropriation Bill (General Loan Fund) 1968-69.

Bill introduced, on motion by Mr. Nalder (Deputy Premier), and read a first time.

2. Iron Ore (Hamersley Range) Agreement Act Amendment Bill.
3. Iron Ore (Hanwright) Agreement Act Amendment Bill.

Bills introduced, on motions by Mr. Court (Minister for Industrial Development), and read a first time.

SCIENTOLOGY BILL

Tabling of Papers

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [2.39 p.m.]: I have been requested by the Minister for Health to table papers which relate to Scientology. They will be of interest to members of this Chamber because of the remarks made in another place, and the comments I will make during my speech when the Bill is introduced in this House. The papers consist of three copies of the Anderson report; that is, the Report of the Board of Inquiry into Scientology—the inquiry was conducted in Melbourne—an extract from *The Observer*; a booklet from the Vatican Council; a booklet entitled, "Communication," by Mr. Hubbard; and another booklet called, "Kangaroo Court."

I ask that these papers be tabled for the duration of the Scientology Bill in this Chamber.

The papers were tabled until the passing of the Bill.

FIREARMS AND GUNS ACT AMENDMENT BILL

Third Reading

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

NURSES BILL

Second Reading

Debate resumed from the 8th October.

MR. NORTON (Gascoyne) [2.41 p.m.]: This is a Bill relating to the nursing profession. It will repeal the Nurses Registration Act, 1921, and will bring the conditions of nurses up to present day standards. The nursing profession, like all other sections of the medical profession, has undergone big changes since the first Act was introduced in 1921; and, in many sections, the profession has become specialised.

When the original Nurses Registration Act was introduced in 1921 only one person was referred to, and that was a nurse. However, today we find the position to be quite different and the scope of the nursing profession has been considerably enlarged. The Act of 1921 had a very limited scope and only scanty definitions were set out. They provided for the definition of a nurse and for the registration of such a person.

During the life of the Nurses Registration Act, 13 amending Bills have been introduced to make amendments to it, so that the Act which this Bill will repeal is hardly recognisable as the measure which came into force in 1921. This will be readily appreciated if one looks at the original Act of 1921, because it will be seen that it contains only 3½ pages. However, during its lifetime so many amendments have been made to it that now 18 pages are involved and its provisions are completely changed.

The Bill before us sets out to form a body corporate to control the education, registration, and general behaviour of nurses. Under the original Act the board was composed of five members and during the life of that Act the membership of the board was increased to 13. That board was composed principally of members of the Medical Department, and it was more or less their responsibility—and it was not a particularly satisfactory one—to administer the operations of the board, and I understand this has caused some little dissession at different times.

The new board, which will be constituted under this Bill, will have a broad application and the membership will be increased to 15. When one looks through the personnel of the new board it will be seen that there will be a comprehensive coverage, and those members should be able to carry out all the duties required of them. However, one member of the board seems to be a little bit out of line with the profession, and with the rest of the members of the board—I refer to the person who is a specialist in general education. No doubt this person will act as an adviser to the various hospitals which are educating and training nurses in different parts of the State.

The objects of the board are clearly set out and cover the position comprehensively. The board is to be established to consider conditions affecting the education of nurses and also the practice of nursing in the State of Western Australia. In considering those aspects, I think the board could do a great deal.

The women, and now men, who make up the nursing profession work long hours and give a wonderful service. Their time is not restricted; they are on duty when called upon and, generally, they give up a lot of their own time to work in their profession. In my view, because of their responsibilities and training, the question of their remuneration should be looked at very closely, and their profession should be classified on a far higher grade than it is today.

Also, the board has the job of maintaining efficient ethical, technical, and professional standards in the practice of nursing. I do not think the board will have much difficulty in that regard, because the nursing profession has always maintained a high standard. However, I think the objects, functions, and powers of the board, as set out in the Bill, are excellent and details in this regard are set out in various pages of the Bill.

The board also has the task of registering nurses, and the position is a little different now from what it was when the original Act was passed. In those days only one class of nurse had to be registered, and that was a general nurse. However, the original Act was amended to cover six different categories of nurses; and, under this Bill, nine categories will be covered. Those categories cover general nurses, midwifery nurses, mental health nurses, mothercraft nurses, children's nurses, dental nurses, infant health nurses, tuberculosis nurses, and nursing aides. On top of that, of course, there is the male section of nursing which covers several different categories.

In respect of all these categories, the board will be responsible for setting down the requirements as to teaching and examinations before nurses can be registered. It also has to look into the character of the persons to be registered to see that they are fit and proper persons to carry out their duties. A similar provision is in most other Acts dealing with the medical profession.

Generally speaking, as we go through the various clauses in the Bill, we find that every contingency is covered, and I do not think there could be any quarrel with any part of the measure. However, I notice that the board has the power to form a disciplinary committee, and in this regard I am wondering whether it is intended, under the provisions of the measure, that this committee shall be formed

from members of the board, or whether the members of the disciplinary committee will be drawn from outside.

Mr. Ross Hutchinson: They will be from within the board.

Mr. NORTON: The Bill does not say so. It merely says that the board shall form a committee. I take it from the wording that the personnel of a disciplinary committee could be recruited from suitable people outside the board. While such a committee can make certain findings and recommendations, these are not carried out until a full report has been before the board. From my reading of the Bill the members of such a committee could be from outside the board.

Mr. Ross Hutchinson: To the best of my knowledge it is intended that they shall come from within the board.

Mr. NORTON: It is not a vital point, but I thought it was worth mentioning. The whole set-up of the board—the disciplinary committee, and so on—is very worth while. I understand the proposed board will also have the powers of a Royal Commission. It will have power to *subpoena* witnesses and obtain evidence that might be required.

It is also pleasing to see that provision is made in the Bill for a right of appeal by an aggrieved person. This allows for appeal to a magistrate who can either reinstate the person if she has been de-registered, or can reduce the fine or penalty the board has applied.

There is one clause I would like to mention which allows for the appointment of a temporary nurse, or nurses, where there are insufficient numbers of persons available on the staff as nurses. I think the Minister referred to this as an emergency. It is possible that an emergency may not exist where such a person is required.

The provision gives the hospital board, or the matron power to appoint a married woman or other person who had been, and still is, a qualified nurse, to the staff of the hospital as a temporary nurse. After 14 days, however, the person concerned must apply for reregistration under the Act.

I feel that the period of 14 days laid down is rather short, and I would have liked a proviso included extending the period. It is possible that a sister in Carnarvon might be going on leave. She might be away for four weeks. During that period the matron could possibly secure the services of another nurse within the district; but because she offers to be employed for a further two weeks above that required in the Act, it is necessary for her to apply for reregistration; it is also necessary for the hospital to notify the Nurses Registration Board of her credentials.

In a case such as this, I feel that the hospital could notify the Nurses Registration Board that it wished to employ the person concerned for four weeks rather than two weeks. The nurse should not be put to the trouble of having to apply for reregistration for the further period of two weeks. This will create extra work for the Nurses Registration Board; it will also necessitate the person concerned having to pay a registration fee which, I understand, at the moment is a nominal 10c.

In Carnarvon, and other places in the north-west, where there is a large number of qualified nurses in the town and where their services are called on for relief work such as the type I have mentioned, the nurses concerned should not be put to the trouble of applying for reregistration.

The nurses in these country towns do a wonderful job. For example, in Carnarvon, there is a sister who does all night work. This is a tremendous help to the staff, because it permits some of the permanent nurses to reduce their hours of night duty considerably. The nurse concerned is more or less on the permanent staff, and she is, of course, registered.

All in all, I feel the Bill is a good one. It follows the lines of previous Bills dealing with the medical services of the State, and I have much pleasure in supporting it.

DR. HENN (Wembley) [2.56 p.m.]: I did not expect to speak to this Bill this afternoon and I apologise to the House for not having done very much research into it. I did not think it would come up quite so soon.

I would not like the Bill to pass, however, without saying a few words in support of it. There are several things which the measure sets out to do. Amongst its main features is that it gives a new autonomy to the Nurses Registration Board. I am sure most people would consider that the nursing profession contains people of such integrity, common sense, and standing in the community that it is quite safe for it to run its own affairs. So I do not think anybody would quarrel with that.

When introducing the Bill in this House the Minister said the board has a prime function in the education field. He went on to say the Bill will enable the board to follow advanced techniques so that we will secure the best possible results from recruits to the profession.

This gives me an opportunity once again to say a few words about my views on the standards required for the nursing profession. I have said this about once a year for the last 10 years, but not very much has happened to alter the standards required for nurses who enter the profession. Indeed, the standards have become more difficult.

I know it is laid down that certain subjects are required at the Junior standard of education, but I want to make it quite clear that this is not followed out at all by any of the matrons in the big hospitals. If a girl does not have her Leaving Certificate, it is almost impossible for her to get even an interview with most matrons.

So, whilst we have this situation of a standard laid down which refers to the Junior examination, this is not the case at all, and it has not been for years.

I know of three members of Parliament, in both this House and in the other, whose daughters had great difficulty in being admitted to hospitals for a course in nursing, simply because they did not have the Leaving Certificate.

I would very much like—without being unkind to the matrons who run this business and who will continue to run it in the future—to see a change of heart. I say quite frankly—and I have said it before—that it is not essential for a general trained nurse, or any other nurse below that category, to have anything more than a Junior Certificate.

Whilst I am on the subject of the Bill, I notice the board has power to determine the requirements for a technical course of training and instruction under the Act for each branch of nursing. It has also power to determine the standards of examination for all types of nursing training.

It seems a heaven-sent opportunity for the board to revise its opinions on this matter. In the nursing profession we are getting very excellent women, and a few men, but they have, in my opinion, a bent towards academic prowess, which no average nurse would require.

I am not decrying academic prowess, but we could leave that to be applied to the matron. When girls qualify for training as nurses by passing the standard I am suggesting—the Junior examination—and another examination to be suggested by me shortly, and when they become general trained nurses, there is nothing to prevent their sitting for higher examinations. They could attend the University and take a Bachelor of Arts, a Bachelor of Science, or a Ph. D. degree.

I would ask the proposed registration board to give very serious consideration to this aspect of the training of nurses, because at the present time the profession is losing a large number of girls simply because they are required to pass the Leaving examination in order to qualify for training. I will not go on with this theme, because this is about the ninth or tenth time I have spoken on it since I have been a member of this House.

I have no quarrel with the composition of the board, as outlined in the Bill. I notice there will be a general nurse, a midwifery nurse, and a mental health

nurse on the board. I am a little unhappy about the term "general nurse." It does not seem to me to be a sufficiently dignified term to apply to a nurse who is fully trained. We used to have fully trained sisters and trained nurses. I am aware that the term "general nurse" has crept into the Bill, although further on in the clause there is reference to a general trained nurse. I would like to see the term "general trained nurse" rather than the term "general nurse" used.

One can think of various designations with a prefacing adjective, such as general surveyor, general practitioner—who according to the dictionary is a doctor who treats cases of all kinds—and general rouseabout, a term used in the pastoral industry. I do not think that the term "general nurse" is sufficiently dignified.

Mr. W. A. Manning: Is not the term "general practitioner" a dignified designation?

Dr. HENN: We have become accustomed to that term.

Mr. Bickerton: In the Army the term "general" designates a very high ranking officer.

Dr. HENN: That is so. In the Army there are Brigadier-Generals and Major-Generals. If one were to read the provision which sets out the composition of the board, and see the terms "general nurse," "midwifery nurse," and "mental health nurse," one would think that the mental health nurse was the superior nurse.

Mr. Bickerton: The average person would think the first-mentioned one was the most important.

Dr. HENN: That did not occur to me. When I looked at the three terms I thought the mental health nurse appeared to be the most important.

Mr. Norton: Why not leave out the word "general"?

Dr. HENN: That might not be a bad idea. I have not had an opportunity to discuss this matter with the nurses' federation, and I apologised for that when I got up to speak. This particular aspect could be looked into. The term "general nurse" has crept into the Bill, and this designation is worthy of reconsideration.

In regard to the composition of the board, I appreciate that on it there will be one or two general trained nurses as well as a midwifery nurse and a mental health nurse. I think it would be preferable if the midwifery nurse and the mental health nurse had the general nursing qualification as well. I know this suggestion will cause a stir among nurses who hold only the midwifery qualification, or of those who hold only the mental health qualification.

We are aware that the time taken to qualify for those two branches of the profession is very much shorter than the

time that is taken to qualify as a general trained nurse. Perhaps in later years when we have more nurses there might not be very many of them who will hold only the general trained nurse qualification; many of them may have four or five other certificates—such as certificates for midwifery, mental health, child welfare, and infant health. The same would apply to doctors practising as general practitioners; some of them would have one or two specialties.

One would think there would be sufficient room for more thoroughly trained nurses—starting off with those with general basic training—to be appointed to this august board, which is to be given autonomy and the power to do all sorts of things. I will not say very much more on this matter.

In conclusion I want to congratulate those who have brought this Bill forward, and I hope that it will give the Nurses Registration Board new life and spirit in which to go about the business of attracting nurses to the profession. I know that what I have said in the past in regard to the question of qualifications was wiped off and pooh-poohed by the Minister and one or two others who happen to be in the Government at the present time.

I move around the hospitals, I have worked with nurses, and I know many of them. The best of the general nurses—those who have to look after the patients in the hospitals—are the ones with average academic qualifications.

Mr. May: Do you think they should be required to have the Junior Certificate?

Dr. HENN: Not necessarily. I am glad the honourable member made that interjection, because it permits me to make one reference which I forgot to make. The proposed board could well set an examination of its own, and this is one of the most important matters I wanted to raise. In Great Britain and in some other countries many examining boards have been established, not only in respect of nursing, but medicine, engineering, and the like. The various examining boards—whether they be established in London, Birmingham, Newcastle, Plymouth, or some other city—very often set their own examinations.

Let us take Oxford University and Cambridge University. An applicant who has passed the higher certificate of education has to undergo another examination before he is permitted to attend the Cambridge University. This is a minor entrance examination which is not nearly as difficult to pass as the higher certificate examination. At Oxford the entrance examination is called something else. I remember there was an examining body known as the College of Preceptors, and I remember taking that examination for entry to the medical profession.

I could have taken a dozen other examinations; I am not quite sure why I took this particular one, but it might have been a little easier than the others.

The point raised by the member for Clontarf in his interjection is worthy of consideration. I suppose that some standard has to be set. If the proposed new board desires to set an examination of its own which brings in the best of the Junior qualification, and perhaps other facets of education that might be useful to a nurse about to enter the profession, I see no reason why that should not be done, but as for the Leaving, I would like that left out of the calculations, because this is being used as a yardstick, particularly by every matron in Perth; and it is no good denying it.

To conclude I want to say it gives me great pleasure to support the Bill. I have had the honour and pleasure of working with nurses for about 30 years now and I cannot imagine a profession which exhibits more dignity, courage, or high principles than this one. I believe it has had a raw deal in many ways, not necessarily due to any fault of its members. The Minister for Health told me personally he thought it was unwise his offer of a rise in salary had been knocked back last year. However, I would like to remind the Minister that only two or three years prior to that he went to court and opposed the nurses being granted a rise at all. So, perhaps the nursing profession, which has a pretty good union at the moment, knows what it is doing.

Mr. Ross Hutchinson: That was only formal opposition.

Dr. HENN: It looked pretty nasty in the paper; that is all I can say.

Mr. Graham: That is what the nurses thought, too.

Dr. HENN: I do not want to be hard on the Minister. I know we must watch our finances, but it is no good being double-faced about it. If we must save money, let us say so. All I can say is that it has done harm to the nursing profession because the salaries have been held back by that much.

I want to repeat that I believe this profession is the greatest of its kind in the world and I wish this new board, as it will be constituted if this Bill is passed, the very best of good fortune. However, I would once again ask it to look into the question of a qualifying examination, and also into the prospects of whether the board could set its own entrance examination, not forgetting that when the nurses are trained they can then, if they wish, qualify further.

What person who has been in hospital has not relished the practical nurse rather than the one who gazes into space thinking of some mathematical problem of the great techniques the Minister and the high-ups talk about? Nursing has not

changed at all. Medical science has, but not nursing; and so once again I would like to say I support the Bill. I ask the board to look very seriously into the question of a qualifying examination to see whether it could have one of its own, and then, once the nurses are trained, let those who wish to do so take a higher examination. They would then become suitable for administration, or for appointment as matrons, or as lieutenants or colonels in one of the forces; but, for heaven's sake let us keep our feet on the ground and have nurses who are competent and commonsensical.

MR. W. A. MANNING (Narrogin) [3.13 p.m.]: I would like to add a word or two in support of the remarks of the member for Wembley. It has been brought to my notice that there exists an extreme lack of young girls offering for this profession. A great deal of the blame for this is attributable to the fact that such high academic qualifications are required for entrance to the profession, no matter what position the girl concerned intends to ultimately fill.

Although qualifications are necessary—and none of us would deny this—if ever a profession demanded a love for the job and a desire to carry out the duties involved, it is this one; and yet a terrific number of young women who would like to enter the profession are prevented from doing so because of their inability to attain a sufficiently high academic standard.

I know of an outstanding illustration of this. It concerns a young woman who could not even pass her Junior. Nevertheless she wanted to enter the nursing profession. She took jobs in hospitals to be as near as she could to the work. Eventually she took up mothercraft nursing at Ngala and proved herself very capable. Without going into any details I would merely say she was eventually selected to go to London. She is now back in Australia, at present in another State, and has reached one of the highest positions in the profession. Yet she was not able to pass her Junior. Are we doing right by excluding these people from the profession?

Mr. Ross Hutchinson: Was she?

Mr. W. A. MANNING: Yes, she was at that time; but she came in through the back door and gradually worked her way up. She was quite capable of grasping all the information and knowledge necessary to allow her to attain the position she now occupies, despite the fact that she could not pass her Junior. I believe a lot of young women are like this and they should not be excluded. They feel that this is their life's work and their whole heart would be in it. We could easily let these women into the profession. Surely

this board could set certain grades and could even give the nurses different titles as they gained higher qualifications.

As has been pointed out to me by members of the medical profession we do not want nurses to be medical practitioners. The nurses are responsible for carrying out the instructions and desires of the medical practitioners. Certainly they must be very capable, especially if they are in charge; but is it necessary for the ordinary run of nurses to have the same qualifications as those who are in charge?

I believe the board should analyse this position and seek to overcome the present shortage of nurses by admitting those who have a love for the job rather than those with academic qualifications.

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [3.16 p.m.]: I am happy indeed that the Bill has received the support of those members who have spoken to it. I think it was interesting to hear that all three of them are—each in his own way—interested in the educational aspects which surround the nursing profession. I hope to touch briefly on this at a later stage.

The member for Gascoyne mildly criticised one of the persons who is to take up a specialist appointment on the board.

Mr. Norton: It was not actually a criticism; it was more a query.

MR. ROSS HUTCHINSON: He wondered whether there should be a specialist appointed who was a specialist in general education. I feel this is a move in the right direction. As is well known, many of the professions are accused of, and criticised for, being too insular in their educational aspects. It is said they are too narrow and parochial; and people are often critical that there is not the breadth of understanding so necessary in this particular profession. I believe the provision in the Bill is a step in the right direction, and that there should be a specialist in general education on the board to avoid the specific type of education which could be followed if care is not exercised. I believe the appointment will be a good one.

The honourable member also questioned whether the disciplinary committee would be composed of members of the larger registration board. I have read the relevant subclause of clause 29 again and it seems to me it is reasonably clear that the committee would be formed from members of the board.

Mr. Norton: I do not think it makes much difference.

MR. ROSS HUTCHINSON: I agree; I do not think it will. As a matter of fact if it were wider I would have no objection.

Mr. Norton: No.

MR. ROSS HUTCHINSON: Subclause (5) of clause 29 states, among other things, that the board shall, by resolution, appoint a committee of members. Therefore I think this would indicate they would be members of the board who would form the committee. The member for Wembley spoke again about a subject on which he has spoken, as he said, for some years; that is, the high standard of entry for nurses.

I must say that I have some sympathy for his views and, yet, at the same time I have an understanding of the nurses' situation. The school-leaving age is now 15 years. If we could manage it without any great fuss or bother over class numbers, we would like the school-leaving age to be 16 years or, perhaps, 17 years. This is something for which we aim all the time; that is, to lift standards of education in almost all fields. This has been exemplified in the registration legislation for pharmacists, dentists, and doctors—in fact, all registration legislation that comes before the House.

Boards are appointed which try to raise the standards. Continually we hear from overseas that standards in all professions are high. In order to achieve high standards it is necessary to have fairly high platforms from which to work.

I believe that nurses and potential nurses must not merely have just a love of the profession. Of course that is almost an essential, but not completely. In addition to a love for the profession they must have intelligence, skill, and the ability to absorb a considerable amount of learning to fit themselves for a very demanding task.

There are many grades which a nurse can reach in her career as a nurse. She can go on to higher education in a number of diversified fields of nursing. Indeed, nursing aides have been brought into the profession; and the nurses do perform a very great job of work in many hospitals, both in the city and in the country. Some of the girls who have a love for, and a dedication to, the profession—about which the member for Narrogin spoke—do move on into higher spheres. The way is open for them.

I know the standards of entry remain high, but I have no doubt this is a subject on which members of the board will speak quite frequently from time to time. To a great extent I think the question of whether the standards of entry should be raised or lowered depends upon the number of girls who come forward. In actual fact, a large number do come forward to begin their training, but many of them are lost to the profession because of very natural events. They are such charming lasses on the whole, and have a great deal of ability with the result that, frequently, predatory males take them off into a more domestic atmosphere.

I would like to thank members for their opinions on the legislation and for their support. I commend the Bill to members.

Mr. Graham: What is this predatory males business?

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (Mr. W. A. Manning) in the Chair; Mr. Ross Hutchinson (Minister for Works) in charge of the Bill.

Clauses 1 to 14 put and passed.

Clause 15: Objects, functions and powers of Board—

Dr. HENN: This gives me a short opportunity to make my point again. I refer to clause 15(a) in regard to the purposes and functions of the board. It reads—

to determine the requirements for admission to courses of training and instruction under this Act for each branch of nursing;

I listened to what the Minister for Works, who represents the Minister for Health in this Chamber, had to say. I have heard it so often that it upsets me to hear it said so well again today. That is the only reason I wish to speak in Committee; that is, to try to have the final word, although I know I have not got it.

It is just that attitude. I am not being personal to the Minister in any way. It is the attitude of those at headquarters—if I may put it that way. They go on talking glibly about the great academic standards which are necessary to cope with the advanced techniques in nursing today. It is all so much gobbledygook. As a matter of fact this specialised work can be done when the nurses become trained. That is my point. Let us have the limit of the Junior level and, then, let us have what I have suggested with regard to special examinations, which could be set by the Nurses Registration Board. If we were to have an educator on the board, he might well help in the selection of the subjects and standards.

The Minister referred to the high standards abroad in dentistry, medicine and engineering. I know that is all very true. As a matter of fact, the Dental Faculty in our State was nearly ruined because the gentleman who came from Melbourne to start the faculty some 15 years ago set such a high standard that nobody could get through the examinations. That is why we are short of dentists today. However, Mr. Chairman, I know you will not allow me to continue on that subject.

I really get quite hot under the collar about this business and I hope the board will look seriously into the matter. I do not mind if higher examinations are set or a higher nursing certificate is issued. What could be more delightful for the academics? They could even wear blue

stockings when they have passed the examinations. Perhaps there could be a Bachelor of Science Degree for those who want to be an administrator of a hospital with more than 300 patients. But, for heaven's sake, let us keep our feet on the ground.

Mr. NORTON: Together with the member for Wembley, this gives me the opportunity to speak on the education side of the measure. I am in complete agreement with the honourable member in respect of academic examinations which are required for entry into the profession.

Mr. Brady: I think all members of the Opposition are in agreement with it.

Mr. NORTON: There should be some other type of examination. If we look around today at the various technical trades which recruit apprentices and cadets, we find that the applicants are asked, "Have you studied this? Have you studied that? To what standard?" Once this has been done the boys are called up for an examination which lasts from three to 3½ hours. From the results of that examination the best are selected for an interview. At the interview the boys are culled out until those considered to be the most suitable are selected.

With the nursing profession, I consider this could be the most efficient way of obtaining—to use the term in the measure—the general nurse; that is, the person who is most suited and who, in the long run, would be most qualified for general nursing.

This type of examination is now taking precedence over the Junior and Leaving Certificates. A boy who has his Leaving Certificate today cannot enter the highly technical professions unless he sits for the examination which is set by the firm which requires such staff.

Mr. GAYFER: Seeing the member for Narrogin is otherwise engaged, I think I had better act on his behalf and speak as he would, in similar circumstances. In the country areas we have many girls who have been educated to Junior Certificate standard, and indeed there are several who hold the Junior Certificate. However, through the inaccessibility of schools in country areas they have been unable to continue their education to the Leaving Certificate standard. It is virtually impossible for them, in many instances, to leave their homes to improve their educational qualifications so that they may become eligible to enter the nursing profession.

There are many young ladies in country areas, in fact, who are most anxious to enter the nursing profession and who have a high I.Q., but who are definitely barred from becoming nurses, because they have not reached the Leaving Certificate standard. If a certain degree of leniency were shown by the Nurses Registration Board these girls would have an opportunity to

sit for an examination when they reach the required age and I have no doubt they would pass all the requirements.

The member for Wembley and other speakers have brought to light an important facet of the educational qualifications of girls who wish to enter this remarkable profession. I have known many young ladies who absolutely insist that they want to join the nursing profession and who often ask if one cannot pull some strings with a matron or someone else in authority so that they can achieve their ambition. Therefore, I support the member for Wembley and other speakers in the case they have put forward, not for the uneducated girl who wishes to enter the profession, but for those who, through circumstances beyond their control, are unable to reach the required standard of education.

Clause put and passed.

Clauses 16 to 40 put and passed.

Clause 41: Persons not registered practising in emergency—

Mr. NORTON: This is the clause which allows a matron or a person in charge of a hospital to engage, for a short period, a person who is resident in the district and who is qualified as a nurse. Normally, such persons do not remain registered with the board when they cease permanent employment as a nurse, but they still retain their qualifications.

On many occasions country hospitals are short of staff, perhaps as a result of a nurse going on leave, or because one of the staff has been transferred to another hospital. In my opinion, therefore, the period of 14 days, within which the hospital authorities shall notify the registrar of the board that a temporary nurse has been engaged, is too short. My reason for saying this is that the matron or the person in charge of the hospital has to engage such a person on a temporary basis and forward to the registrar that person's credentials as to age and qualifications. If the nurse engaged by the hospital was found not to hold the necessary qualifications she could soon be dismissed. Surely a period of three weeks is not too long for a person to be engaged in a temporary capacity without having to apply for her registration.

Mr. ROSS HUTCHINSON: I do not think the period of 14 days is too short; in fact, it might be considered too long. The person who is acting in an emergency has only to apply for registration within this period. She can continue to serve for some time until a decision is made as to whether she should be registered or whether her qualifications are not sufficient. I cannot see that the criticism of this period is justified.

Clause put and passed.

Clauses 42 and 43 put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

Third Reading

Bill read a third time, on motion by Mr. Ross Hutchinson (Minister for Works), and passed.

BILLS (2): RECEIPT AND FIRST READING

1. Scientology Bill.

2. Fisheries Act Amendment Bill.

Bills received from the Council; and, on motions by Mr. Ross Hutchinson (Minister for Works), read a first time.

POLICE ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

CHILD WELFARE ACT AMENDMENT BILL

Second Reading

Debate resumed from the 8th October.

MR. HARMAN (Maylands) [3.40 p.m.]: Upon examining the proposals in this Bill I find that I have no objection to them and I intend to support the second reading. However, I am disappointed that the Government has not seen fit to tackle in a realistic manner the social problems confronting our community today. I am disappointed that the Government has not taken the lead or the initiative to alter the emphasis placed on these problems from remedial action after some event has taken place to the prevention of the event; and also to the promotion of social work and activity in this State. To strengthen the point I am making I wish to refer to some remarks made by a Mrs. Concetta Benn, senior tutor in the Department of Social Studies at the Melbourne University. This report, which appeared in *The West Australian* of the 24th August, 1967, states—

A Melbourne social worker yesterday advocated an anticipatory approach to social work.

She is Mrs. Concetta Benn, senior tutor in the Department of Social Studies at Melbourne University.

Mrs. Benn told the tenth national conference of the Australian Association of Social Workers here that social work in Australia would fail unless more emphasis was placed on preventive and promotional function.

"Social work must develop methods of community organisation, social administration and group work as well as the existing casework approach," she said.

A change in emphasis on social work methods in practice and education was needed.

It was possible to fulfil a role of maintaining and enhancing the community function of people through individual casework services alone.

The community attitude to social problems was rapidly moving towards prevention.

"It is no longer an attitude of complacent acceptance of social problems as the will of God or the lot of the worthless," she said.

"Now, there is an expectation that because social problems are created by man in society, they can be prevented."

Perhaps the Minister may argue, following on the comments he made in his second reading speech, that the department is moving into an era of preventive work by amending section 10, by clause 3 of the Bill, where it states that—

(3) The Director or, with his authority, an officer of the Department may take such action, not inconsistent with the provisions of this Act, as may be reasonably or probably necessary for promoting the welfare of a child, whether a ward or not.

The Minister may argue that this is a breakthrough in preventive social work, but I think he must agree that it has been going on for a number of years. Child welfare and other welfare officers acting under the authority of the Minister for Child Welfare have been visiting families that have a problem—perhaps their children are in some difficulty—and the welfare officers have been consulting and counselling the parents. This proposed new subsection of section 10 will probably give the officers legal coverage to function along those lines, but in my view it is not a breakthrough in preventive work.

Sitting suspended from 3.45 to 4.4 p.m.

Mr. HARMAN: I was making the point that there should be a shift in emphasis in relation to child welfare and social welfare from purely remedial action to preventive work in a realistic and practical manner. To support this point I quoted the comment of Mrs. Benn, a senior tutor from the Institute of Social Studies in Melbourne.

When we consider the social problems that confront the State of Western Australia we find they are continually increasing. For example, juvenile delinquency is increasing in Western Australia, as was pointed out by the Commissioner of Police in his recent report. Apart from this, the number of deserted wives is increasing, as is the number of children being committed to the Child Welfare Department. There is also an increase in the number of children—and I stressed this point the other

evening—being excluded from further attendance at school. I made the point the other night that children are being exempted from school at the rate of 10 per school day.

I feel that all these things suggest that we should be having a good look and making a searching inquiry into the social problems of Western Australia, with a view to getting around to preventive action, rather than trying to solve the problem after the offences occur.

The next matter I wish to raise is that the Minister, when making his second reading speech, mentioned the fact that a number of students are taking a course of social science at the Western Australian Institute of Technology and that, when they graduate, several of these students will take their place in the Child Welfare Department—and this is the point in which I was interested and which I cannot quite follow—and when they do they will produce changes in the methods of care and correction, and those methods generally which the Child Welfare Department uses in the community.

From my knowledge of these people who are studying at the Institute of Technology, I know them to be young men and women who, upon graduation, will certainly be well qualified academically—they will have received at least the equivalent of a university training—but I suggest that, in practical experience, they could be quite green.

To suggest that these young graduates will produce changes in the Child Welfare Department is a little difficult for me to follow. I would, however, suggest to the Minister that there are plenty of people in the Child Welfare Department—qualified professional people, and a number of other officers—who have had years and years of practical experience, and I am sure that these two groups of officers could well inform the Minister as to the changes needed in the department to bring about preventive social work.

It is, therefore, a matter for the Government to initiate. In my view, it is not for young graduates after passing through the institute to tell the Government what action it should take. The Government should have the knowledge and the initiative to build a framework of procedure and systems that will allow the people coming from the institute to fit into a system which should be in keeping with modern day needs of social work. We should not encourage a system which is inadequate, disjointed, and uncoordinated, and which does not allow the social worker concerned any sort of initiative in solving the problems with which they are daily confronted.

So we should be encouraging the social workers entering the department, by helping them to work with the best tools and facilities available. The Government should not be sitting back and waiting for some

solution to come forward; it should be tackling the problem now and taking the action I have suggested.

I am also disappointed that the Minister did not make any reference to the need for research in the Child Welfare Department. I think it is abundantly clear that the organisations in our community which devote some time to, and engage some of their staff on, research are able to produce a number of ideas and a number of practical solutions to the problems which exist in the community. I am sure if the Child Welfare Department took upon itself to create a research section it would be of immense benefit to the department and to the community generally.

I now refer to another matter which from time to time has been raised in this House; that is, the staffing of Child Welfare Department offices in country towns. I well remember the representations which were made over a number of years for a typist-receptionist to be appointed to the office in Kalgoorlie. At that time people were calling at this office to consult the local officer; but because of his obligations outside the office—he might be required at Norseman, Esperance, Leonora, or in Kalgoorlie itself—he could not be found, as he could not be in two places at the one time. Often when people called at the Kalgoorlie office to see the Child Welfare officer they saw a notice indicating that he was away and would not be back until the next day. Further, when people rang the office during the days when the officer was not there they would hear a continual ringing of the phone. This did not help the prestige of the Child Welfare Department nor did it give a service to the community.

It is frustrating to people who go to a Government office during the normal office hours to find the door locked, or to people who ring up the office for attention to a problem which requires immediate discussion with the Child Welfare officer to find that the phone just keeps on ringing. It would be of immense value to the department if typist-receptionists were appointed at all country offices.

I understand that a typist-receptionist has since been appointed to the Kalgoorlie office—no doubt as a result of the strong representations which have been made over a number of years—that none has been appointed at Collie; and that as yet none has been appointed at Albany. I do not know the position at the Narrogin office, but I do not think a typist-receptionist has been appointed; and until recently there was none at the Bunbury office, either.

If the Child Welfare Department wishes to improve its relations with the public, and wishes to take a burden off the district officers, not only in respect of typing and the presentation of reports but also

in respect of public relations, it should appoint typist-receptionists at all country offices. The expenditure would not be very great, and in terms of value and efficiency it would be recompensed many times.

In the metropolitan area in particular there is a number of non-Government child welfare agencies which in most cases make an extensive and a very valuable contribution in the field of social welfare. Most members would be familiar with these organisations. Over the past few years they have contributed a great deal to social welfare in the metropolitan area. Many people with problems are loath, for some reason or other, to approach Government departments, but are prepared to turn to non-Government organisations in their district. These organisations are faced with many problems, and in most cases they have insufficient finance to implement the proposals they would like to put into effect. They seem in some cases to have insufficient resources to enable them to solve the problems of the people. In many instances these organisations have had to refer people to the Child Welfare Department, and often the reverse occurs.

From inquiries I have made it seems that in some instances there is very little co-ordination between the Child Welfare Department and the organisations to which I have referred. It would be of immense value to have such co-ordination developed between an efficient Child Welfare Department and the organisations, and I suggest to the Government this is one aspect which is worthy of consideration.

The Minister has failed to bring in amendments to the Act which would overcome some of the anomalies that exist between the Child Welfare Department and the Department of Native Welfare. Once a native child is committed to the care of the Child Welfare Department it becomes the responsibility of the Minister for Child Welfare. There are numerous cases where a Child Welfare officer is responsible for the supervision of, say, two children out of five children in a native family, because those two children had been committed to the care of the Child Welfare Department but were released to the supervision of their parents. These children are still under the supervision of the Child Welfare officer.

Then we find that the Native Welfare officer still calls on this family and still takes an interest in the other three children. I suppose this family is being provided for generously, with two welfare officers looking after the interests of its members, although it does not always follow that they receive twice the attention which they should receive. In such instances everyone concerned is confused, including the parents and the children. One day an officer from the Child Welfare

Department might call on the family, and the next day an officer of the Department of Native Welfare might call on it. One officer says one thing, and the other officer says another thing. Sometimes a family works in with one officer, and when the other officer calls and puts his point of view the family becomes confused.

The mother in such a family is thrown into further confusion when the breadwinner has to be hospitalised for a period of two or three weeks, and she has to apply for assistance to keep the family going. She has to decide which officer to approach, as two of the children are under the supervision of the Child Welfare Department and the other three are under the supervision of the Department of Native Welfare.

It becomes even more difficult when the mother is a non-native. Where the father in the family is a native the normal approach is to the Department of Native Welfare, but because he is not the applicant for assistance—the mother is, and she is not a native—then the mother has to approach the Child Welfare Department. This has been going on for a number of years, and both departments are well aware of the problem. I thought the Government would get around to introducing legislation to resolve this situation, and put these people out of the state of confusion in which they find themselves at present.

Recently I believe the officers of the Child Welfare Department visited the north-west and it is conceivable that in a short period of time we could have Child Welfare officers stationed at, say, Port Hedland, Derby, or even Carnarvon. We will possibly have the situation at Port Hedland where we have Native Welfare staff concerned with the social problems of the aboriginal community of the town and, in a few months' time, we might have a Child Welfare officer also stationed in the town, and concerned with the social problems of the town, particularly as they affect Europeans. But ultimately this officer will become involved in some of the aboriginal problems, because some of these children will be committed to the care of the Child Welfare Department. In fact, a number who are there at the present time are already committed to the care of the Child Welfare Department, but because that department has no officer in the area, the supervision is taken over by officers of the Department of Native Welfare.

I said some weeks ago that the obvious solution to this overlapping in our welfare services was to have just one social welfare department—one big enough to have a research, relief, housing, and institutional section; one that would concern itself with all Western Australians, all races, and all creeds.

There is some support for this as a report appeared in *The West Australian* of the 25th December, 1967—Christmas Day. I wish to quote from this report, which reads as follows:—

Growing Need for Social Work Seen

British moves to co-ordinate social work and improve teamwork between social work departments are seen in W.A. as an answer to the growing needs of an expanding State in this field.

Social work educators in Perth admit that a great deal remains to be achieved.

What is needed, they claim, are steps to ensure that social services are available to all citizens equally, wherever they may live.

Their ideal is a balance between economic and social development, rather than a lag between productive capacity and social provisions.

Social workers blame the neglect of community needs for many of the ills of an industrial society; the urban slum, pockets of unemployment, overcrowded schools and hospitals and the disruption and isolation of the family.

Taking the long view, social work planners in Perth are watching the opening up of new mining areas and the consequent rapid development of new towns.

They are sensitive of the fact that in W.A. not one qualified social worker is employed outside the metropolitan area.

This means that, in the non-metropolitan areas, professional advice is not available to those who need it. The needy include parents of disturbed children, hospital patients, widows, pensioners, migrants, ex-prisoners and others.

One person who sees the opportunities in rural Australia for social work is Mrs. M. E. Stockbridge, acting course controller in social work at the W.A. University.

She visualises, for areas without a full range of services, the employment of social workers on a joint-user basis by several government departments.

The workers would be those trained to provide assistance on a wide range of problems.

"Apart from assistance with personal problems on an individual basis, such professional social workers could act as a focus and organiser of voluntary efforts within communities," Mrs. Stockbridge said.

"They would use techniques of community organisation and would be an invaluable source of information regarding emergent problems of their areas."

This means the Government has to make a decision whether it intends to keep going on the basis of dual welfare services in the towns, with perhaps one office in a town, having qualified and adequate staff, and the other office in the town having just one officer, with no receptionists, but expected to do an almost impossible task without being able to call upon the resources of the other welfare office.

It seems to me the most sensible approach to the whole problem would be to combine the welfare services in this State and use qualified social workers—of which there are not many—in the best interests of the community.

The final matter to which I wish to refer is that of delinquency. In 1962 a report was prepared under the auspices of the Minister for Child Welfare. It dealt with juvenile delinquency, and a number of recommendations were contained in this report. Some have been carried out, but some have not. Of course, this is probably the result of a lack of finance and staff, which has pursued the Government when it comes to matters of social welfare. However, on the 15th July, 1967, the Minister for Child Welfare was taken to task by the Teachers Union over claims that delinquents were treated leniently by the courts. In his reply, the Minister (The Hon. L. A. Logan) said this—

... the Child Welfare Department's responsibility began when parents, schools, churches, the courts and the community had failed.

It was expected, after all these failures, to produce miracles so that delinquents could be turned into respectable law-abiding citizens.

It is true in one sense that it would be difficult to rehabilitate some of these delinquents after many attempts at reform had been made by parents, organisations, and so on; but I submit we should not get to the stage where the Child Welfare Department is the last organisation to have anything to do with a delinquent.

My feelings are that the Child Welfare Department should be one of the first organisations in the community, if it is functioning as it should, to have contact with these delinquents. Not infrequently a delinquent appears in court long before he is described as an out-and-out delinquent. Surely at this stage the Child Welfare Department would be having contact with this person. I am sure the Minister is not suggesting that a delinquent does not appear in court before all those concerned—institutions, parents, and organisations—have had something to do with his rehabilitation.

This raises the question of punishment, which is referred to in the Bill. Because young people are now more affluent, as they are earning more money, it is felt that they should be able to pay fines. This

may be one means of correction and prevention, but it seems to me also that if a person is earning more money and is fined, unless the fine is very high, he will have sufficient money to pay it and the fine will therefore be no punishment or deterrent. I am wondering whether we could not instead devise some other means of punishment through the children's courts, instead of fines, bonds, and, in some instances, imprisonment. The punishment should suit the circumstances of the case and be such as to make the offender really feel he is being punished so that he will be conscious of the wrong he has done and, perhaps, be persuaded not to fall for the same or another temptation again. If the punishment is of a suitable type he will appreciate that he would probably be subjected to the same form of punishment if he were to offend again; and this would be a deterrent.

Perhaps the offender could be made to attend some kind of lectures, or be subjected to some kind of work in an institution or hospital, depending on the age of the offender. I do not think any punishment should be inflicted if it is below or above the capacity of the offender to carry it out. We should give the offender tasks which are in keeping with his age and ability. I think it would be possible to arrange lectures, courses, etc., which these offenders should be made to attend. Perhaps some are already available, but if not the practice should be adopted. I believe this would act as a deterrent. With those remarks I support the Bill.

MR. McIVER (Northam) [4.33 p.m.]: It is not my intention to cover this Bill as broadly or deeply as has the member for Maylands, but I do wholeheartedly support him in his remarks concerning the centres throughout Western Australia. Because of the vastness of their territory, the Child Welfare Department officers stationed in the big centres throughout Western Australia cannot adequately cope.

The member for Maylands quoted Kalgoorlie, Narrogin, and Bunbury, if my memory serves me correctly. However, Northam has a big problem in relation to social welfare activity, because the officer there has to cover an area of 90,000 square miles. Consequently he leaves the district on a Monday and does not get home until, on some occasions, late Saturday evening; and as a result there is no one in attendance at the Northam office from Monday to Saturday night and so the problems of the people of the area build up. Occasions have arisen when people have had to make special trips to Perth in order to obtain assistance.

It is no wonder that delinquency is on the increase when one man has such a vast territory under his control. I could not agree more with the statement that the officers in big towns such as Kalgoorlie, Northam, Bunbury, and so on, should have

an assistant to handle the administration side. This assistant could answer the phone and make a note of the names of people who make inquiries, and in this way such inquiries could be followed up.

In relation to delinquency, I was very shocked to read recently of two cases in the Northam electorate. One concerned four young people who broke into the Cunderdin Bowling Club and caused no end of damage. Amongst the items damaged was a beautiful grand piano. Then the same bunch of people stole a brand-new Valiant car and journeyed to Wundowie where they caused extensive damage to the Wundowie Golf Club. They careered around and broadsided on the grounds so much and at such a speed that they wrecked the car; it was a complete write-off.

I believe that one of the reasons for the increase in delinquency is that many mothers are working when there is no necessity for them to do so. I know, of course, that in many instances the situation is such that the mother must work, but, as I have already said, this is not always the case. The mother should be home caring for and guiding her children; and the fact that she is not is one of the reasons that delinquency is on the increase in this State.

Another reason is the type of television programme screened for children. When we see some of the rubbish which is shown for children, we realise it is no wonder that delinquency is increasing. Every time the television is turned on, the picture is one of violence and crime. This is the type of programme children are watching when, instead, they should be applying themselves to their homework and studies in order that they might acquit themselves so as to be able to obtain their rightful place in the community. Our young folk are certainly not being helped by being tempted by the type of programmes that are screened. They are full of acts of violence, the same type about which we read daily in our newspapers.

I do not wish to dwell on this subject at length; but in conclusion—and I hope that in this respect I am not contravening Standing Orders—I would like to pay a tribute to the Director of Child Welfare in this State, as I believe he is due to retire this year. This officer is dedicated to his job and has applied himself very diligently to ensure a reduction in the present increase in delinquency in Western Australia. Before I resume my seat, I do with sincerity desire to wish Mr. McCall the very best; and I am sure all members of this House will agree with me that he has done a very fine job. I support the measure.

MR. CRAIG (Toodyay—Chief Secretary) (4.40 p.m.): Might I express appreciation to the member for Maylands and to the member for Northam for their sup-

port of this Bill. I feel it will also have the same support from all members in this House as it did in another place.

Dealing with the remarks made by the member for Northam, I am pleased that he mentioned the retiring director, Mr. McCall, because reference was made to this matter in another place. Mr. McCall has made a terrific contribution to child welfare, and this Bill is possibly his swan song in regard to his efforts towards bringing about changes in the Child Welfare Department—which the member for Maylands seemed so anxious should come to pass. I feel that Mr. McCall's mark in this particular field will be felt for many years to come, and will benefit the juvenile members of our community and go a long way towards preventing crime.

We know that crime is on the increase, not only as far as juveniles are concerned, but also adults. However, this is the pattern right throughout the world. When I was in the United States just recently I learned that the crime rate had increased by 16 per cent. In Washington alone the increase had been 32 per cent. So this is a real problem and the efforts which have been made by the Child Welfare Department, under the leadership of the director and the Minister, have been very worth while indeed.

The tasks are very difficult, and what the member for Maylands said in regard to crime prevention is very true. But how do we go about this prevention? I do know that in other countries of the world crime prevention societies are formed, and they do valuable work.

Mr. Brady: To what is the rise in crime attributed?

Mr. CRAIG: A lot of it is attributed to public demonstrations—particularly juvenile crime. One method of overcoming this problem, in the social field, is contained in this Bill. This will have a small effect, but it could be advanced still further.

Mr. Bickerton: Has consideration ever been given to combining the Child Welfare Department with the Department of Native Welfare?

Mr. CRAIG: Yes, consideration has been given to that.

Mr. Bickerton: There is a lot of duplication at the present time.

Mr. CRAIG: This was pointed out by the member for Maylands and, of course, the Minister for Child Welfare and the Minister for Native Welfare are both aware of this. It is felt that the functions of both the departments—which are pretty closely related—operate more satisfactorily as they are placed at present. However, I am not speaking for the Minister for Native Welfare, or for the Minister for Child Welfare; but the suggestion has been given a lot of thought in the past. No doubt, consideration will be given to it in the future.

The points raised by members will be conveyed to the Minister for Child Welfare, and, as the member for Maylands was actively associated with the Child Welfare Department for many years before joining this House, due cognisance will be taken of his remarks, as it will be taken of the remarks made by the member for Northam. I commend the Bill.

Question put and passed.

Bill read a second time.

In Committee, etc.

Bill passed through Committee without debate, reported without amendment, and the report adopted.

Third Reading

Bill read a third time, on motion by Mr. Craig (Chief Secretary), and passed.

TRAFFIC ACT AMENDMENT BILL

Second Reading

Debate resumed from the 19th September.

MR. GRAHAM (Balcatta—Deputy Leader of the Opposition) [4.46 p.m.]: My first reaction to the Bill is—what is the use of addressing myself to the measure, because of the consistent attitude of the Government in ignoring, completely, any submissions made from the Opposition benches?

I have only to remind the House, for instance, that in 1964 the Opposition suggested that reflectorised number plates should be standard equipment for all motor vehicles for obvious reasons, and also because of the experience gained in other parts of the world. But the Minister for Traffic brushed the suggestion aside and made some ridiculous statement to the effect that this was another burden to be placed on the motorist. The burden was, at that time, about 15s. for the capital cost, which would have been spread over the lifetime of the vehicle.

In almost the same breath the Government placed additional heavy impositions on just about every phase of motoring activity. After the lapse of some years the Government feels it can bring some credit to itself by pretending this is an innovation of its own invention, and it finds merit in what was previously debarred.

I remember returning from a trip abroad a few years ago. I do not know the value of the submissions which I made, but I do know that I was invited by a certain newspaper, to wit *The Sunday Times*, to write a series of articles on traffic. That newspaper published more than 300 column inches of what I wrote, spread over a number of weeks. Apparently my views were of some interest to the newspaper and to the reading public.

The Minister for Traffic shrugged his shoulders at the time and made a few contemptuous remarks and said that he

felt one point of the scores mentioned was worthy of consideration, and having said that promptly did nothing about it.

Mr. O'Connor: Is the member for Balcatta opposing this Bill, or not?

Mr. GRAHAM: I will make my own speech in my own way, and I will indicate my attitude in my own good time.

Mr. O'Connor: I thought you were indicating your attitude now.

Mr. GRAHAM: So far as practical results are concerned, it would not make a tittle of difference whether I was in favour of the legislation or against it; or whether I produced overwhelming evidence for or against any proposition. This Government in its usual contemptuous way would put the glass to the blind eye.

Mr. O'Connor: The Government is trying to do what it can to improve the traffic toll.

Mr. GRAHAM: The Government has to make some improvement in its own conduct. It has been most remiss; because, as I have said, without exception it has completely ignored any suggestion from this side of the House, however constructively a suggestion might have been submitted.

Whilst the Government was doing that, look at the situation which developed in Western Australia. As with so many other areas, the Government chooses to ignore the position and the facts of the situation. It waits until a crisis of almost impossible proportions has been reached, and then it sets about to deal with the situation—but rather half heartedly at that.

Mr. O'Connor: We will be happy to hear any other suggestions which you make as you speak.

Mr. GRAHAM: Having listened to them, no doubt the Minister will despatch them into the wastepaper basket, as has been the form of this Government.

Mr. O'Connor: You might think that is what they are worth.

Mr. GRAHAM: Need I go through the various processes and indicate, in respect of housing and land for instance, that the Government has completely ignored the Opposition and has pooh-poohed everything we have said? The Opposition was, of course, perfectly right. Very many suggestions worthy of investigation and adoption have emanated from the Opposition benches. I repeat that they have been completely ignored. Surely I do not have to go through the whole list. I have already indicated the negative attitude of the Government in regard to reflectorised plates.

Mr. O'Connor: Do you—

Mr. GRAHAM: If the Minister for Transport will allow me, I should like to make my speech.

Mr. O'Connor: It is not a speech but a rabble rout.

Mr. GRAHAM: That is just a term. If it gives the Minister any satisfaction, let him use it. He will have the opportunity to reply presently and we will see how he performs in rebutting what I have stated to date and the little more which I will state before I finish.

First of all I suggest that what is contained in the Bill has some merit overall, but it is no solution of the problem; I do not think it attempts to deal with it. A fair description of the legislation might be that it is a Treasury benefit scheme, because it will result in additional funds accruing to the Treasury of Western Australia. There is no question of tackling the problem to see in what way the habits and performances of motorists in Western Australia can be improved.

In essence the Bill is to provide stiffer and quicker penalties, and a simpler payment system. Members of the Opposition indicated to the Government in 1965 when substantial increases were proposed in respect of the offence of driving under the influence of liquor, that from the practical point of view of curbing the menace and the threat, the mere fact of increased penalties would have no effect whatsoever. Of course that is perfectly true. The revenues accruing to the Treasury have increased from \$16,000 to \$150,000, but the number of persons charged with driving under the influence of liquor has approximately doubled. The Government is still concerned about it and wants to go a step further and impose more penalties.

I am not necessarily suggesting that Parliament should treat these misdemeanours lightly, but I am suggesting there is something a little more basic, and the Government is making no attempt to deal with the situation.

I return to the point that a crisis is upon us. During the last 12 months approximately 20,000 accidents occurred in Western Australia. So far this year there have been 271 deaths, and very many hundreds of persons have had their bodies severely damaged and their minds affected because of such accidents. There have been more deaths so far this year than during the whole of last year, and that number was, in itself, a record.

Something has been achieved. Under the present Administration, Western Australia has achieved for itself the reputation of having the worst drivers in the world—not only the worst drivers in Australia, but the worst in the world. I think I indicated on an earlier occasion that this was the essence of my experience. A colleague who sits with me on the front bench said that a member of his own family who was visiting from the Eastern States was only here a matter of days before he came emphatically to that conclusion. I have felt it previously; but a few weeks ago I was in Sydney, and, only a matter of a few

days after my return, I was more than usually horrified at the state of affairs in Western Australia.

It appears the motorists can run riot; they can go mad; and they can write their own laws. In addition, they virtually do this with impunity. I shall deal further with that subject presently.

As I have said, we have achieved the unenviable distinction of being bottom of the class. Instead of the black swan or the kangaroo paw being the emblem of Western Australia, the emblem now is virtually the eternal flame—that red set of lights ablaze on the top of the R. & I. Bank. Hardly a day in the year passes when that eternal flame does not register one, two, five or more deaths which have been caused by poor driving on the roads in Western Australia.

In the case of many people this is a State of terror, and I am aware of this personally. Children proceed to go to recreation reserves, swimming pools, or schools, on their bicycles, and a few minutes later there is that all too-familiar sound, the siren of the ambulance. Parents everywhere are distraught and ask themselves, "Is this an accident involving my children?" Again, when that siren sounds, is the housewife bereaved? Has she lost her husband on his way to work?

This is the state of affairs at the present time, and the picture is not overdrawn unfortunately; because, as I have already pointed out, crisis proportions have been reached. I must confess that personally I have had anxious moments on more than one occasion when suspecting that my young son might be the victim of an accident when, shortly after his departure, the inevitable siren has sounded. I hate to touch on a personal note, but I feel it is apposite to this whole matter.

Whilst this shocking state of affairs goes on and gets ever worse in the State of Western Australia, the Minister responsible for the situation is abroad. Surely we do not expect the captain of the ship to be disporting himself with dusky maidens on a desert island when the ship is sinking.

Mr. Jamieson: Was he doing that?

Mr. GRAHAM: Surely we do not expect the Minister for Traffic will be investigating prisons and penal reform on the other side of the equator when there is such tragedy being enacted on the roads as there is in Western Australia.

Mr. Lewis: He certainly was not disporting himself with dusky maidens.

Mr. GRAHAM: I did not suggest that. What I am endeavouring to convey emphatically is that it was the duty and the responsibility of the Minister, under the circumstances, to be here in Western Australia and giving his undivided attention to the shocking state of affairs which was—and is—in existence.

When he left Western Australia on the 8th September, 232 people had died on the roads in Western Australia. Thirty-eight days later, 45 more deaths had occurred; in other words, that is a death rate of over 430 people per annum. Following the Minister's return to this State a plaintive message appeared in the *Daily News*, and the Minister's remark, as reported in the Press, was, "Personally, I feel something has to be done pretty quickly about the present situation." How profound!

Mr. Jamieson: Was it not he who interpreted the give-way-to-the-right rule and so confused everybody?

Mr. GRAHAM: That may be so, but the reaction of the spokesman for the Government to this shocking situation had to be read to be believed. Further, I would point out that this shocking situation has developed virtually over the last three years or so. Admittedly we have records about which we could not feel proud, which extend over a number of years, but the situation has now become crucial and we have, I repeat, become recognised as the worst drivers in the world. In view of this the Minister feels something has to be done pretty quickly.

In my opinion, the great majority of our motorists would appear to have no road sense whatsoever. In other parts of Australia and the world motorists are able to proceed along the roads with an assurance that other motorists are setting about their journeys knowing what they are about, and they accept that situation.

I well recall a friend of mine who visited Western Australia after a lapse of some 20 years. He returned to this State a couple of years ago and he said to me, "In Western Australia on your roads is there such a rule as giving way to the right?" I said, "Yes, of course. Why?" He replied, "I find when I am driving on the roads that nobody gives way to me when I am approaching on their right, but when I halt my vehicle to give way to another on my right the motorist in the other vehicle looks at me as though there was something wrong with me." That was his experience and it is the experience of many others who visit this State.

The cardinal rule of giving way to the right does not have any meaning in the eyes of too many motorists, and, unfortunately, there are some people who promote a spirit of contempt for this basic rule.

In the same way as anybody else, I am aware of the problem that arises where a major road intersects with a minor road, but I state here and now that 90 per cent. of the intersections in the metropolitan area are those spots where a humble suburban road crosses another humble suburban road; there is no question of a major and minor road intersecting. Obviously, when two vehicles are approaching at right angles there must be some

common rule which is easily understood and applied and, of course, rigidly enforced.

In this State we have adopted the rule of giving way to traffic approaching on the right. Some people advocate we should adopt the rule of giving way to traffic on the left, and there may be some merit in that submission; but it is not my intention to argue the merits of one rule as against another. Suffice to say we have accepted the rule of giving way to the right and everybody should conform with it. If everybody did conform with this rule there never would be an accident where one suburban road intersected with another; but in the great majority of instances it is at these intersections that accidents occur.

I concede, of course, it is a different matter altogether at the intersection of two roads of a different calibre. There are many categories of these, and all forms of treatment could be adopted to meet the situation at these spots. I intend to deal with some of these fairly rapidly, because I do not wish to place myself in the position of a person delivering a lecture on road systems. I merely wish to indicate to the Minister and others that whilst being quite forceful and emphatic on this rule of giving way to the right, I also have an appreciation of the circumstances where busy roads are intersected by minor roads.

Mr. Gayfer: Do you think we should break away from the national Road Traffic Code on this or endeavour to achieve some unanimity with it?

Mr. GRAHAM: Sometimes it is necessary to give a lead.

Mr. Gayfer: I merely mention it because Tasmania has broken away from the national Road Traffic Code.

Mr. GRAHAM: In all modesty, and without boasting, I would point out that I was the one who introduced into Western Australia the fitting of vehicles with lights indicating a turn to the left or a turn to the right, and the showing of a stop light on the vehicle, instead of a hand signal being used, and I announced the date they would come into force. I was promptly rapped on the knuckles by the Royal Automobile Club, or some organisation of that nature, because such action was being taken. We cannot procrastinate indefinitely waiting for unanimity. Someone has to make a breakthrough sooner or later, especially when a remedy is being sought to overcome a serious situation.

So in that matter all the other States agreed to accept a uniform traffic code, and nobody has since sought to differ from it. Where there are intersections and it is desired to abolish the rule of giving way to the right, then, as I said before, there are all forms of treatment to handle the

situation. One is the split level of the two roads at an intersection; that is, the overway, and the underway, which virtually means there is no intersection at all, but members are aware how expensive it is to construct an overway and an underway.

Mr. O'Connor: They are the best if you can afford them.

Mr. GRAHAM: That is so, but there are other forms of treatment of varying efficiency. I do not think it is sufficient merely to erect "Stop" and "Give Way" signs at intersections. I will have something more to say on that aspect presently. I am of the opinion that intersections of major roads require special treatment, and I have given an example of the ultimate and most desirable form. The second form, of course, is to have fenced roadways, such as the Kwinana Freeway, where there is virtually no access from the left or the right, and the question of giving way to the left or the right does not have to be resolved. Experience has shown the efficacy of fence roads, because of the absence of accidents on the freeway as against the number that occurs on the open road.

Mr. O'Connor: This could not apply on most of our roads.

Mr. GRAHAM: If the Minister will only be patient I will go through the various forms of treatment. There is another form which is becoming increasingly prevalent in Perth. That is the erection of traffic lights at appropriate intersections. This has the effect of steadying the speed of vehicles and providing effective gaps between streams of traffic, so enabling those vehicles that are approaching at right angles to proceed on their way.

There is another process, too, by which action could be taken, and, frankly, there are no difficulties attached to it, other than those raised by protesting selfish persons. If every second road which crossed a major road were blocked off, this would prove to be extremely effective. I will cite, as an example, Beaufort Street, through the suburbs of Mt. Lawley and Inglewood. First Avenue could be blocked off on the left, Second Avenue on the right, and each alternate avenue could be treated in a similar fashion all the way along Beaufort Street.

This would mean there would be junctions at each one of the present intersections and, therefore, the intersection accidents could not occur. With a little treatment these blockages placed at one entrance of the side street could be used as bus bays, and this would make it much easier for public transport to proceed without interruption to the other traffic.

There would be no great inconvenience, because there would be white reflector posts protecting the bays to make sure nobody went through them, and pedestrians would not be obstructed in any way. Apart from this the motorist would have no difficulty in going around to reach a

comparatively main road. It would, however, overcome the difficulty of there being intersections.

There is another form of treatment which could be adopted which is at present in use just the other side of the bridge in Canning Highway. I refer to the median strip, which prevents vehicles crossing the road except at isolated points every three streets or so along the highway.

This is the sort of treatment that should be a prelude to an abandonment of the give-way-to-the-right rule. But unless there is some special treatment to raise the standing of the road in question, we should implicitly follow the rule of give way to the right. There is, I repeat, in my view, no other way of dealing with the situation.

The statistics speak for themselves. There was a seminar held at the University in Western Australia during October last year. It was indicated there that the number of accidents which occurred in the State and which were attributable to drivers or riders of vehicles was 16,038 for the year ended December, 1966—the latest year for which figures were available. Of that number no less than 3,643 accidents were attributed to not giving way at a junction or intersection. In the metropolitan area, nearly 25 per cent. of all accidents where casualties occurred were caused by the failure of the driver to give way to the right at a junction or intersection.

Yet we have people—and unfortunately the Press throws its columns open to this sort of thing—who are pooh-poohing the idea and throwing scorn on this rule which is so simple and which, after a while, becomes almost automatic. If all motorists were well behaved it would be a question of approaching an intersection and turning and looking to the right only. Virtually there should be no need to look to the left-hand side at all. I am, of course, now using a little verbal license but, by and large, that is what the position should be.

I was struck by the fact that in the other States, notwithstanding a great deal of bluff here and there, if one persisted one was inevitably given the right-of-way if one were on the right of another motorist.

Mr. Gayfer: Don't you think that is the same here?

Mr. GRAHAM: No. My experience has been very much to the contrary. The routes which I follow when I am coming to Parliament House indicate to me clearly and unmistakably that motorists on roads—which they themselves declare to be major roads—proceed on their merry way without glancing to the right or left, and if one has the temerity to proceed inch by inch to cross the road, one witnesses the clenching of fists, scowls and, I am sure, the mouthing of swear words. These are hurled at the motorist who is daring to cross the road where he has the right-of-way.

These things seem to be done by the great majority of motorists. If it takes a second of time to cross a street then, obviously, it will take half-a-second to cross one-half of the street. On the law of averages one could do that 239 times with impunity if there were a vehicle crossing every couple of minutes; but on the 240th occasion there would, inevitably, be a collision with another vehicle. That is the sort of thing that motorists are doing.

Some motorists are going helter-skelter across intersections, caring not for left nor right, safe in the knowledge that there is very little traffic and that they will get through, as indeed they do. But, inevitably, the day comes when they do not.

That is why I want the police to give every attention to that rule as, also, do I want attention given to the keep-on-the-left rule. A great number of our roads appear to have reached almost saturation point but, in point of fact, they are running to about one-half of their capacity.

We appear to have a predilection in Western Australia to keep our right-hand wheels driving as close as possible to the centre white line. As long as a motorist is to the left of the white line he feels he is conforming to the traffic laws and regulations, which, of course, he is not; because he should keep as far over to the left as is practicable.

We find on many occasions that local authorities have widened the roadways, yet the carrying capacity of those roads has not been increased to the extent of one car. One can very often see for a distance of half-a-mile that no vehicle can pass another, because the vehicles coming in the opposite direction are also hugging the centre line and the others are finding it impossible to get by.

This causes frustration and loss of temper amongst motorists, and in those circumstances the motorists are psychologically not in the best frame of mind to properly control their vehicles.

The reason there are head-on collisions is that one becomes accustomed to this form of driving—to driving somewhere in the centre of the road—even where there are no white lines. Let us face it, a great deal of motoring is a process of habit; one goes through gear changes without thought, indeed almost automatically. It is because drivers proceed on the crown of the road instead of keeping to the extreme left-hand side of the road that head-on collisions occur.

A further important cause of accidents is speeding or reckless driving. Contrary to what a number of people have said, I think the Government has a point in having placed a limit, on a State-wide basis, of 65 miles per hour.

If we pay some regard to the figures of fatal accidents in Western Australia, we will find that this year—this all-time re-

cord year—there has been an increase of 24 per cent. in deaths in the country districts compared with last year. In the metropolitan area, however, the increase in deaths is 63 per cent. as compared with last year.

Although I give credit for the placing of a restriction on speed in the country districts, I must, however, say it is not altogether complied with—not by any means—particularly by a number of young people and some, perhaps, not so young. We have had so many tragedies—or near tragedies—where vehicles have rolled off the road and crashed into trees and telegraph poles on the side of the road. It is quite obvious that these vehicles have got out of control because they were travelling too fast, having regard to the state of the road.

Mr. Lewis: It may not be speed at all.

Mr. GRAHAM: That may be so, but speed is an important factor and one worth considering when we have this tremendous increase in road fatalities, not only in the country areas, but, more specifically, in the metropolitan area. In respect of this the wild man or the wise man—however one cares to designate him—told the Minister for Traffic that as often as he placed "Stop" signs in the metropolitan area, to that extent he would be increasing the toll on the road; and so it has proved.

This year, up to the 20th August, there has been a total of 1,353 "Stop" signs erected in the metropolitan area; it is an all-time record. Yet we find this shocking impact of intersection crashes. What is the reason? I have already indicated that some acceptable and easily understood rule is necessary, and such rule should have complete force and application at intersections, otherwise crashes are inevitable. The rule we have adopted is the one requiring us to give way to traffic approaching from the right, but the present Minister for Traffic has a disposition for erecting "Stop" signs; and, because of that, the motorist who is protected on the right by "Stop" signs now has the strength of law on his side to ignore traffic approaching from his right. Indeed, he does not look to his right any more, but continues on his irresponsible way. He continues to do that for street after street, and intersection after intersection, until he reaches one intersection where there is no "Stop" sign. His habit has been to proceed without regard for the vehicles beside him, and suddenly he comes to an intersection where he is not protected by a "Stop" sign; then an accident occurs.

When I was Minister for Traffic I stated—and this was agreed to by the Commissioner of Main Roads—that this system of erecting "Stop" signs merely had the effect of training the motorists to ignore the cardinal rule; and whilst it had the effect of protecting the particular intersection,

it projected the accident to some intersections ahead. Of course, because of the lesson given by officialdom that it is not necessary even along an ordinary suburban road to give way to the right on all occasions, there is a greater possibility of an accident occurring.

Mr. Bickerton: It is not necessary at the "Stop" signs?

Mr. GRAHAM: There is no need for me to go into this in minute detail, and perhaps I could discuss that aspect with the member for Pilbara elsewhere. When a motorist reaches an intersection, and a vehicle approaches from the right, instead of deferring to that vehicle in the knowledge that it must stop, this motorist continues on his way, because he has a flying start. This is the psychology that has been developed, and inevitably it has had a result—the result is a tremendous increase in accidents at intersections and junctions in the metropolitan area.

Mr. O'Connor: Do you suggest we should dispense with all "Stop" signs?

Mr. GRAHAM: That was my proposition to the late Digby Leach, the then Commissioner of Main Roads, and he agreed with the proposition. The Minister can peruse the files. Something happened after that, and the proposal was not implemented. Even those who disagree with it did accept the proposition that "Stop" signs should be the exception rather than the common factor, and quite a number were removed.

There is a practical difficulty. I suggest the public has been educated almost to ignore the give-way-to-the-right-rule; the public has been educated simultaneously to regard "Stop" signs as being inherently good and safe. I am certain if the Government removed the "Stop" signs there would be a tremendous outcry, because the damage has already been done. Before the "Stop" signs are totally removed, a tremendous campaign of education would have to be waged among the public and motorists generally.

I should have mentioned earlier that some motorists are so irresponsible in their conduct that the intersection of Beaufort Street and Walcott Street—which I suggest is familiar to all members—has become the most dangerous in Western Australia; yet it is protected by traffic lights that have been in operation for years.

Is it not perfectly obvious that motorists do not see red lights or green lights? If they want to proceed from one point to another they do so regardless of what the authorities might care to provide in the interests of their safety. A number of steps is required to be taken, and this is a tremendous task. I suggest, first of all, that we take advantage of the recently found freedom from the Grants Commission. Instead of having a handful of

policemen added to the existing staff, the Government should appoint several hundred more.

This is a serious matter, because thousands and thousands of our people are being killed or seriously maimed year after year. Accordingly this situation warrants some special attention. I am not advocating this, but I would not be averse to an increase in license fees to meet the cost of appointing additional police officers. I do not think there is any lack of finance in the revenue accounts of the Government to enable the additional appointments to be made. Indeed, the Government will be introducing legislation shortly to reduce the revenue that has been obtained from land tax. This problem must be tackled urgently.

Mr. Lewis: Would you be in favour of police officers in plain clothes patrolling in unidentifiable vehicles?

Mr. GRAHAM: Yes. I see merit in the proposal for police officers in plain clothes to move in unidentifiable vehicles among the motorists on our highways and byways, so that motorists would not know they were being followed. This is not a question of playing big brother to the people. The present situation is so critical and such a great number of motorists are so irresponsible that drastic steps must be taken to curb their activities. Those motorists who follow the common-sense rules of the road would have nothing to fear from this proposal.

In the ranks of the Police Force I cannot see that it is necessary for officers to have attributes of character and physical fitness, and a knowledge of certain laws, as a preliminary to their being appointed as examiners for drivers' licenses or as examiners for road worthiness of vehicles. In the important scheme of things their role is the patrolling of the roads, and this would have a psychological and educational effect on motorists. More and more of their time should be devoted to that purpose.

For that reason it should be obvious to the Minister and other members that if this Bill becomes law I would support any steps to bring about some short-circuiting so that these patrol officers might spend more time in and among motorists than is possible under the existing circumstances. Many motorists learnt to handle, or mis-handle, motor vehicles many years ago when circumstances were entirely different. We are creatures of habit; I suppose if we acquire a habit we are likely to continue it for ever and a day.

Would there be anything wrong now that the Police Department has more police at its disposal in having spot checks taken? Indeed, the services of the police need not be used. Names could be selected at random; and you, Mr. Speaker, and I,

and a certain number of other people should be called up to see how we handled our vehicles and what was our knowledge of the Traffic Code.

Mr. Bickerton: How will we get to work?

Mr. GRAHAM: What is the relevance in that remark?

Mr. Bickerton: I do not think many of us would pass.

Mr. GRAHAM: Firstly, it would be a good thing to treat this subject seriously; and, secondly, to mend our ways. If there was an obligation on a person to have a test on a Sunday morning, and he did not go along, he would be without his driver's license. Frankly, I see nothing wrong with random tests being taken, coupled with the requirement that in the event of a person's driving ability not being up to standard, further training should be undertaken.

I think this might also apply on a more restricted basis in respect of motor vehicle driving instructors. They receive their licenses to become teachers in the art of handling a vehicle but, from time to time perhaps they, too, could become a bit lax. I am not suggesting this by way of criticism, but I think it is right that some attention be given to them because they are now recognised by law. They operate under a Statute and through their hands pass many hundreds of people, young and old, who, from what they are taught and what they are shown, become good or bad drivers, as the case may be.

Mr. Davies: They are qualified as tutors.

Mr. GRAHAM: I have no particular fault to find with them, as they are subjected to certain tests at the present moment. However, I would hope the police traffic officers would, from time to time, pay some attention to the vehicles that have the "L" plates on them, indicating there is a learner in charge of the vehicle, in order to see what sort of antics are got up to under the eye and jurisdiction of the instructor on the job at the time.

In the matter of tests for drivers' licenses, I do not know whether it is necessary for a policeman to undertake that responsibility. If there is this great need for additional men to be on the road, surely somebody who has a knowledge of the Traffic Code and the practical side of driving vehicles could subject persons to tests on behalf of the Police Department, just as there are other officers in the Police Department who have never been policemen.

I mentioned before the undue emphasis given to penalties. Sometimes I wonder whether it might not be a bad idea for penalties to be imposed on the driver's license; that is to say, if I am guilty of an offence warranting a fine of \$30 or \$40, for every year that I renewed my driver's

license, for a period of three or four years, at the discretion of the court, I should have to pay the normal fee plus an additional fee of \$10. That would be an annual reminder of an offence I had committed some time before. At the present time, in what we call an affluent society, a person commits a breach against the regulations, writes out a cheque, and after a few weeks forgets all about the offence and probably proceeds to carry on as he did heretofore.

On this question, I am afraid most people regard themselves as experts. Nearly everybody has a nostrum which he submits as being the be-all and end-all of the solution of the problem. What I am suggesting is that there could be an improvement in the thinking of most people.

In regard to what the Government is proposing in its two major propositions, the fixed penalties for an infringement will be a time-saving device for the police officers as well as the motorists, and I have no particular fault to find with it. Far be it from me, at this stage, to go into the merits of whether the penalty should be \$5 or \$10 for a particular offence. Suffice to say that if anybody disagrees with the fixed penalty, then he can follow the ordinary processes of law and have a magistrate determine the issue.

So far as the points demerit scheme is concerned, again it is difficult to say, without experience, whether too much emphasis has been given to certain breaches by debiting too many points against a motorist, or whether the authorities have been a little too generous in some other respect. I do not know. I have a certain amount of faith and confidence in the traffic authorities and, no doubt, they will learn through experience. If adjustments are required, then appropriate alterations will be made.

One of my thoughts in connection with the matter is this: Points will be deducted for certain motorists within a three-year period with the penalty of losing one's license when one reaches the score of a dozen—

Mr. O'Connor: At the end of the three-year period.

Mr. GRAHAM: —within the three year period. As I understand it, I have 12 points and provided I do not exceed them within a period of three years, my driver's license is not interfered with. When we pass on to the next year, the first of the three-year period just concluded is eliminated; and whatever points were deducted from me in the second and third years are still there to be added to those for any misdemeanour in the fourth, until I reach 12, and so on.

Mr. O'Connor: That is correct.

Mr. GRAHAM: I am wondering whether it would be equitable to have a system of points where a credit is given. I explain

it this way. There could be a motorist who has been exemplary in every respect but through a set of circumstances—they are breaches admittedly, but with some justification—he finds he has this score of 12 within a period of three years and so loses his license. Somebody else, who is virtually a menace on the road—if I can use that term—could have a deduction of 11 in every three-year period, but misses having 12 on every occasion. He is a menace, but his license will not be interfered with under the scheme; yet a person who is blameless in every respect over a long period of years could have his misdemeanours concentrated in a short period. I am wondering whether there might not be some merit in allowing an additional point per annum for each year in respect of which there was no breach of the traffic regulations.

I will not go into details now, but I am aware of the fact that there were anomalies under the Public Service Act in respect of sick leave. One was entitled to a certain modicum of sick leave within a certain specified period. Some people took deliberate "sickies," and others with a genuine illness took a little more time in order to exhaust the period which, I think, was three months every seven years, or something akin to that. Somebody else would have many years of no illnesses whatsoever and all of a sudden be stricken with something really serious and, after a short period, would be on half-pay.

In respect of this measure, if a person could establish some credits, he would try harder to keep his record clean. I can give one illustration: A motorist who is known to me travelled a little faster than he should have. He was duly apprehended, but after his case was investigated it was felt he should be admonished in some form, either by sending him a warning letter, or having him attend the drivers' school conducted by the National Safety Council rather than be prosecuted with the risk of losing his license.

The facts concerning this unfortunate chap were that his wife had that day given birth to their first child, and it was born dead, if I am not using a conflict of terms. He was so distraught on the way to the hospital where his wife was ill that, instead of thinking of the maximum speed limit of 35 miles an hour, his mind was full of other thoughts. A driver could be blameless in every other respect, but if he is caught up in some unfortunate circumstances in a three-year period he could be deprived of his license for a term. I think the Minister might give some attention to that aspect.

I have been critical of the imposition of increased penalties after increased penalties which do very little other than add to the Treasury's finances. In respect of these new proposals, the objective should not be to cancel license after license, and

to do everything in a negative or penalising way, but to try to be constructive and helpful and encourage people to engage in better behaviour on the roads.

Those are my observations on both the Bill and the traffic situation generally. I close on the note that the situation is desperate in the extreme. It is the duty of the Government to risk incurring public displeasure if necessary, in order to meet the situation. Perhaps I should add before concluding that the Government has, in my view, shown weakness in the extreme in running away from this question of State-wide police control of traffic.

This is a proposition which is the policy of, I think, two of the major political parties in this State, and it was recommended by a considerable majority of the committee which was set up by this Government a couple of years ago. It is something the Government must face up to; and I do not think there would be the expected reaction in the country districts if some reassurance or guarantee were given to the local authorities in respect of their finances.

That seems to be the prime concern, and I am not one to taunt the local authorities by saying they are not interested in saving lives or in having better control of traffic; and that they regard money—the purse—as being more important than the lives of people. I do not say that. I am aware that local authorities, just like State Governments, are finding it exceedingly difficult to make funds available to meet the very many calls made upon them; and if the Government made it abundantly clear that local authorities would get a fair crack of the whip in respect of returns from license fees, the Government could be assured of the wholehearted support of the Opposition. After the immediate outcry by local authorities it would be accepted by the public.

I repeat what was said to me a couple of years ago, in connection with this matter, by a country member of Parliament. He asked me what the policy of my party was in respect of the police having control of traffic on a State-wide basis. I told him my party was in favour of it and he said that he was glad about that. He added that in the area he represented the public generally favoured that policy and the only people who did not favour it and who wanted the control retained by the local authorities were the road board members themselves. At that time road boards were involved and not shire councils. He told me that the public was either in favour of the police having control, or it could not care less.

I suggest that an examination of this matter should be made by all political parties having regard for the fact that this is the system which applies on a Commonwealth-wide basis, with Western Australia as the sole exception. The Government

should measure up to this. After all, it would not be a matter of party political capital. The Government is aware that the Opposition is bound to support such a policy because that is part of its platform. Indeed, my leader included it in his policy speech.

Mr. Gayfer: Is that why Queensland is going to give it back to the local authorities?

Mr. GRAHAM: I do not know. I am concerned with the position here. I am aware that some attempts are being made by some local authorities to meet the situation; and I am also aware of local authorities which are not. One local authority, particularly, said it was too busy performing its ordinary duties and did not have the time or the knowledge to cope, and it did not intend to do anything in connection with the matter. That, of course, is not a typical example.

These days motorists drive from one end of the State to the other and from one local authority district to another; and it is wrong that the control of a facility which is so mobile should be in the hands of so many different authorities. A driver in a journey of a few hours could travel through territory controlled by about a dozen different authorities, each placing a different emphasis on, and having a different approach to, the same problem. This is not fair to the motorists and it certainly adds to the existing confusion.

Before I resume my seat I would ask the Government to recognise this carnage on the roads and the many thousands of accidents which do not necessarily involve a loss of life, but which do tremendous damage to vehicles and injury to people. In many cases only good fortune has prevented serious injury and, indeed, fatalities. The Government must recognise this for the problem it is and closely examine every suggestion made instead of feeling that it and its advisers have all the answers. If this Government measures up to this problem and shows its *bona fides* by taking resolute action, it can expect the support of the Opposition and the support of every other responsible section of the community, because I know they would all back it up in its efforts.

However, unfortunately, up to date the Government has been most remiss, and as a consequence we have the mournful story which is revealed in the statistics from time to time from official sources and the daily Press.

MR. BURKE (Perth) [5.47 p.m.]: This Bill has been prompted by the alarming increase in the road toll. The Government can be assured that it will receive the full support of the Opposition in any steps it takes to limit this carnage. However we must be wary of expedient proposals.

In my opinion we are seeking to limit the destructive effect of the modern motorcar instead of looking at the car itself. I believe we should be endeavouring to curb the production of motorcars which depend on horsepower as a major sales point. The safety, convenience, and comfort factors should be considered of far more importance than horsepower. The trend today is to produce cars with as much horsepower and capacity for speed as is technically possible.

The amendments place the accent on driver-training and give the National Safety Council, which is doing a very good job, a greater facility for the training of young people. This will—and I believe this is a most important feature—help young people to appreciate what they have in their control, and it will help them also to appreciate how to make the best use of the modern motorcar which, when mis-used, can be so destructive.

As the Deputy Leader of the Opposition has already told us, this year the metropolitan road toll has increased by some 64 per cent., while in the country areas it has increased by some 24 per cent. It seems that every effort should be made to encourage a respect for the destructive effect of the modern motorcar. I believe the police are doing a good job with their spot checks on motor vehicles. This takes care of the vehicles so far as their mechanics and roadworthiness are concerned.

The restriction on the use of licenses acquired overseas and interstate will at least promote uniformity and standardisation of driving in Western Australia. This, I feel, is a good thing.

The real effect of the amendments contained in clauses 9 and 10—to relieve policemen of certain duties—will allow them to pursue the tasks for which they are best fitted. It surprises me to see motorcycle policemen at city intersections, watching the traffic go by, when, in fact, they should be pursuing traffic offenders and patrolling roads, for which purpose they were provided with motorcycles.

Mr. O'Connor: That has occurred only over the last few weeks.

Mr. BURKE: Yes.

Mr. O'Connor: They were placed there by the department.

Mr. BURKE: The Police Department could have used cadet policemen. It is all very well to say that those policemen have motorcycles so that they can pursue offending motorists. In fact, the instances I allude to occurred during peak hours and offending motorists could have been caught on foot. I can see no reason why motorcycle patrolmen should be used in those instances.

In these cases they remind me of the "grey ghosts" who walk around our city streets with wheelbarrows collecting coins from the parking meters, a job which

could be done by partially handicapped people. I do not see why that employment could not be offered to paraplegics. Their wheelchairs could be fitted to allow them to do it.

I believe that the introduction of the points system is potentially—at least—the most equitable way of controlling offending motorists. It should have the effect of limiting the destructive effect of bad driving. However, the system must be implemented with the most judicious safeguards, especially in the light of other amendments sought in this Bill where we find that further summary jurisdiction is given to the police.

In another section of the Bill we find that the onus of proof in rebuttal, in the case of false identification, is put on the offending motorist. We could find, in fact, that a driver is accumulating points because an offending driver happens to be using his vehicle. This is something which should be watched very closely. However, as I said, this system has merit, overall. It should promote safer driving in Western Australia.

I know my reaction to accumulating points under this system would be to drive more carefully. This would be the subconscious and psychological reaction to such a system, and it would have the effect—in conjunction with a better driver-training scheme at an earlier age—of promoting safer driving in Western Australia.

As the Minister indicated in his introductory remarks, the system we are following was implemented in Queensland on the 1st December, 1967. When the system was introduced in Queensland, the Main Roads Minister—Mr. Camm—was reported by the *The Courier Mail*, of the 22nd November, 1967 as follows:—

Mr. Camm said that every driver must realise that he held a driving licence as a privilege, not as a right.

A driver could be called upon at any time to show cause why the privilege should not be withdrawn...

This means that even though there is a maximum points system applicable in Queensland—I think it is nine points accumulated over two years—and regardless of the fact that a driver had not compiled the maximum number of demerits, he could be called upon at any time to show cause why the privilege of holding a driver's license should not be withdrawn, wholly, or for a period, if his driving record indicated that it would be in the public interest.

The Deputy Leader of the Opposition mentioned the introduction of a retraining scheme whereby drivers who have held licenses for many years could have their capacity to drive evaluated. We know that people, when they reach a certain age—I think it is 70 years—have to have a driving check every year and I can see no real objection to having this applied more generally.

The reaction of the Royal Automobile Club of Queensland—as quoted in *The Courier Mail* of the 22nd November, 1967—to the legislation introduced by the Queensland Government was set out by Mr. F. L. Chadwick, the President of the Royal Automobile Club. Amongst other things, Mr. Chadwick said—

...once it was fully operative the Government would consider the establishment of driver improvement clinics to re-educate and re-assess delinquent drivers.

"This would be a logical sequel to the introduction of the points system," he said, "and would consolidate the benefits to be derived from this form of penalty.

"In other countries, particularly the U.S., there has been growing acceptance of the need for driver improvement programmes for traffic violators and accident repeaters."

I agree with the principle that although the elders among us are perhaps more wise they are also subject to declining reflexes and bad driving habits. They get into bad driving habits and, perhaps, are not aware of them. Mental processes deteriorate with age and I feel it would not be a bad idea to introduce some form of spot check along the lines used by the Police Department when it checks vehicles for roadworthiness. I feel that a system along those lines could be used to check the capacity of a person to drive in Western Australia.

We have to take a positive attitude to this problem. As I mentioned earlier, the best attitude would be to put a limit on the horsepower of motor vehicles. We have a maximum speed limit of 65 miles per hour in Western Australia and I cannot see why motor vehicles should be able to travel faster than 70 miles an hour. The argument raised is that acceleration is required when passing at speed. The acceleration could be retained, but the maximum speed could be contained by some mechanical device.

Mr. O'Connor: Such as a governor.

Mr. BURKE: Yes; I cannot see why a governor should not be installed by the manufacturer to help preserve life. I think this must be paramount in our minds and, in fact, it is incumbent on us, as legislators in Western Australia, and as guardians of the rights of the people, to guard the people against themselves.

I suggest some action of a more positive nature and along those lines be taken so as to pursue these recommendations, and further ones which would limit the carnage on our roads.

Debate adjourned, on motion by Mr. Gayfer.

House adjourned at 6 p.m.