

to get away from that idea altogether, because decentralisation applies to the whole of the State.

The Hon. A. F. Griffith: The establishment of the Laporte industry at Bunbury is a form of decentralisation of the first order.

The Hon. S. T. J. THOMPSON: Decentralisation is being implemented in pockets. We want decentralisation over the whole State. I know the Minister will say that this cannot be done, but in many respects it is being successfully implemented. Today the people pay the same price for a bar of chocolate, a motorcar, or a packet of cigarettes in all parts of the State; and the people do not seem to mind that. If decentralisation can be achieved in one form it can be achieved in many others. It would only need a little courage on the part of the Government to achieve true decentralisation. Unless some such method as I have referred to is put into operation, we will only be giving lip service to decentralisation.

This matter is of great importance, particularly to the outback centres of the State, some of which are well over 200 miles distant from a port and are never likely to be any closer. The districts around Bunbury and Albany are well served, as is the district around Esperance where a superphosphate works is to be established and a harbour provided. The fringe areas of those towns will benefit, but the central heart of the State has been left unattended.

In many country towns additional amenities have been provided, and one method of increasing the population is to encourage farmers nearby to retire to those towns instead of to the metropolitan area. To do that we have to provide electricity, water, and sewerage in country towns.

The Hon. A. F. Griffith: And superphosphate works.

The Hon. S. T. J. THOMPSON: Superphosphate works do not come into this.

The Hon. A. F. Griffith: The superphosphate works and the land-backed berth in Esperance are all very popular products of decentralisation.

The Hon. S. T. J. THOMPSON: In a number of country towns the facilities I have referred to are being provided, but the cost is much greater compared with the cost in the metropolitan area. I refer to charges for electricity, rates, etc. It is difficult to prevent the drift of the population from country towns to the city, as it is much more advantageous to a retired farmer to sell his property and transfer to the city, because of the cheaper charges for electricity, rates, and other items.

The previous speaker referred to the topic I am about to discuss; that is, wool. I agree with the sentiments expressed by

him in regard to wool marketing, but there is one aspect which he failed to mention. Despite what is being done in wool promotion, and despite price fluctuations, there has not been a time when all our wool was not disposed of readily—whether the price be up or down by 20 per cent. That points to the fact that the sale of our wool needs little more than promotion.

On the question of wool promotion and levies, I consider the present system of levying a certain amount per bale of wool is entirely unjust. If the farmer has to accept the price offered for his wool at auction—when the price during a season might fluctuate by 20 per cent.—the wool promotion authorities, which derive their funds from the sale of wool, should also make levies on the same basis; that is, levy on a percentage of the selling price, so that if the price goes down 20 per cent. the levy will be reduced by 20 per cent.

This more or less sums up all I have to say in this debate. I conclude by referring to two headlines which appeared in the *Weekend Mail* in the last two weeks. These should give people, particularly members of Parliament, much food for thought. One headline was, "Labour Tangle in North-West," and the other, "Let Us Try to Free Industry." I do not know if members have read those articles; I suggest they do, because they are very interesting and point to the drift of labour and production. We should consider where this State is drifting. With those remarks, I support the Address-in-Reply.

Debate adjourned, on motion by the Hon. G. C. MacKinnon.

House adjourned at 4.12 p.m.

Legislative Assembly

Thursday, the 15th August, 1963.

CONTENTS	Page
ADDRESS-IN-REPLY : FIFTH DAY—	
Speakers on Motion—	
Mr. Fletcher	368
Mr. Hall	360
Mr. D. G. May	352
PARLIAMENTARY ETHICS—	
Statement by Speaker :	
Irresponsible Questions Without Notice	339
Members' Speeches : Quotations from	
Uncorrected Proofs	338
PERSONAL EXPLANATION—	
Employers and Penalty Rates : Inaccurate	
Information	351
QUESTIONS ON NOTICE—	
Alsatian Dogs—Attacks, Killings, and	
Cross-breeding :	
Tabling of Papers	340
Coal Tenders—Finalisation	342

CONTENTS—continued	Page
QUESTIONS ON NOTICE—continued	
Deep Water Jetty at Broome—Constructional Work : Commencement	344
Drainage—Wattle Grove and Forrestfield Dredges, Mobile—Cost of New Unit and Use of Old Dredge	340
Education—	
Albany : New Primary School—Site	342
Canning Park Racecourse—Suitability as School Site	340
Government and Private Schools—Apprentices Receiving Technical Education	348
Attendance of Native Children	348
Cost to Government of Educating Private School Children	348
Enrolments	348
Electoral Advertisement—Contravention of Act	340
Electricity Supplies—Denmark-Nornalup and Walpole Areas	341
Fishing Industry : Crayfish—	
Catches and Research South of 33rd Parallel	342
Catches of Males and Females North of 32nd Parallel	341
“Red” and “White” Crayfish : Signs of “Berry”	341
Fluoridation of Water—	
Basis and Value of Assurances of Safety	346
Cost of Fluoridation to State, and Source of Finance	347
Cost of Touring Team and Booklet	348
Expenditure by Health Education Council on Pro-fluoridation Activities	347
Fluoride—	
Chemical Forms : Source, and Type to be Used	340
Sodium Fluoride Tablets	340
Fluoride Tablets : Cost of Production and Distribution	347
Cost and Source of Fluoride Salts	347
Government Employees in the North-West—Special Child Allowance	344
Hospital at Broome—Calling of Tenders	344
Housing—	
Applications, and Accommodation Provided	345
Housing for Natives—Position at Merredin and Norseman	344
Industrial Development—	
New Industries—Development in Canning Electorate	348
Native Welfare Office at Gnowangerup—Tollets	343
Police Station at Albany—	
Availability of Plans	342
Commencement, Site, and Cost	342
Port at Onslow—Closure, and Benefit to State Shipping	341
Railway from Welshpool to Kwinana—Change of Route, and Availability of Plan	343
Sewerage—	
Canning Shire Extensions	343
Lathlain Park Area	344
Waverley Extension	343
Town Planning Regulations—Discussions with Local Authorities before Gazettal	343

CONTENTS—continued	Page
QUESTIONS ON NOTICE—continued	
Traffic Checks for Crosswalks—	
Formula Used	339
Wanneroo Road Counts	339
Water Supplies—	
Goldfields Water Supply Scheme—Extension to Meenaar-Quellington Area	341
Workers' Compensation—Stamp Duty on Policies	345
QUESTIONS WITHOUT NOTICE—	
Canned Fish—Sales Tax on Imported Product	349
Education—	
Canning Park Racecourse—Suitability as School Site	351
Fluoridation of Water—Payment of Costs by Outside Bodies	350
Police Force—	
Aberdeen System of Police Protection	351
Murder Investigations : Outside Assistance	349
Traffic Act—	
Application of Regulation 10B	350
Interpretation of Section 11 (3) (f)	351
Water Supplies—	
Goldfields Water Supply Scheme—Extension to Meenaar-Quellington Area	351
The SPEAKER (Mr. Hearman) took the Chair at 2.15 p.m., and read prayers.	

PARLIAMENTARY ETHICS: STATEMENT BY SPEAKER

Members' Speeches: Quotations from Uncorrected Proofs

THE SPEAKER (Mr. Hearman): Last night, the member for Swan raised a point of order and I informed him then that I would give the matter some thought. The point raised by the honourable member was—

Is it in order for the member for South Perth to continue now to say that the member for Fremantle has deliberately tried to mislead the House, and is he also in order, in the circumstances in obtaining the uncorrected copy of the speech made by the member for Fremantle?

In the first place, I think the point of order raised by the member for Swan is one that is very well taken. The relevant Standing Orders are Nos. 131 and 132. Standing Order No. 131 is as follows:—

No member shall use offensive or unbecoming words in reference to any member of the House.

And Standing Order No. 132 reads—

No member shall digress from the subject matter of any Question under discussion; and all imputations of improper motives, and all personal reflections on Members, shall be considered highly disorderly.

The question of what constitutes an imputation, an improper motive, and so on, is one for interpretation by the Speaker. I have noticed this session that there appears to be a tendency on the part of some members, perhaps, to tax one's tolerance in the matter of interpreting that particular Standing Order. Firstly, I think I should say that I intend, in the future, to give that Standing Order stricter interpretation.

With respect to *Hansard* proofs I wish to make it quite clear that the only *Hansard* proof that should be quoted in this House is the corrected proof. That is the official record. It is not desirable in any way that the uncorrected proof should be quoted. The correct record should be a record of what was actually said by the member concerned. If that member has made an incorrect statement it must still remain in the *Hansard* proof. However, the member has the opportunity by way of a personal explanation—as has been done recently—of correcting an incorrect statement made unknowingly and unwittingly on any matter.

During this present session I feel that there have been too many, shall I say, loose or irresponsible statements which perhaps lead to some challenge from the other side of the House. Members must realise that I have a responsibility to uphold the unquestioned privileges and rights of this House, and they must also recognise that rights and privileges carry responsibility. Therefore, if members wish to retain and enjoy those privileges they must accept the responsibilities that go with them and be more careful to make quite sure that information they give to the House is accurate. I am not trying to suggest that I think members are, necessarily, deliberately and maliciously trying to mislead the House. What I am suggesting is that there are too many statements being made under privilege which I think could be checked more closely by members before they are made in this Chamber.

It is important, I feel, that this House does maintain a reputation for the best ethics in parliamentary practice and that advantage should not be taken of parliamentary privilege to make loose and irresponsible statements. To my knowledge, there have been at least four such statements made in the last fortnight. Of course, I would not have knowledge of every statement that fell within that category.

Irresponsible Questions Without Notice

Whilst I am on this subject of the rights and privileges of Parliament, I think I should also refer to certain questions without notice. Fortunately, in regard to the two cases I have in mind, I was able to pick them up and disallow them. I think

one of them was a particularly objectionable question. It referred to racial discrimination in a manner which should never have been introduced in this Chamber. In view of the world-wide unrest that is being experienced at present on this subject I feel we should expect members to show a greater sense of responsibility than to introduce subject matter of that type in that manner. I want to make it clear that I feel that, in this instance, there is no question of the member concerned having, shall I say, acted in a subversive manner, or in any manner similar to that. I think he was extremely irresponsible, and should have given some consideration to his action before asking the question in this House.

I get no satisfaction in having raised this matter, but in view of the trend that appears to have developed I consider that I should make my views clear on this whole subject of parliamentary ethics. I should like to feel that this House was held in esteem by the population generally of Western Australia. Respect, I would point out, is something that has to be earned and deserved and cannot be demanded. If we have much more of this irresponsible talk by members, this House will not earn and deserve the respect of the electors of this State; and, further, I would not get any satisfaction from presiding over a House that did not deserve the respect of right-thinking people.

Mr. FLETCHER: Mr. Speaker—

The SPEAKER (Mr. Hearman): Have you any notices of motion?

Mr. FLETCHER: No, I wish to make a statement.

The SPEAKER (Mr. Hearman): I will take it later.

QUESTIONS ON NOTICE

TRAFFIC CHECKS FOR CROSSWALKS

Formula Used

1. Mr. GRAHAM asked the Minister for Transport:

- (1) What is the formula used to determine the necessity for a crosswalk?

Wanneroo Road Counts

- (2) What were the pedestrian and vehicle counts at the most recent check in Wanneroo Road in the vicinity of Roberts street?

Mr. CRAIG replied:

- (1) On the busiest hour of the week a count is taken of vehicles passing the proposed site in both directions, and of the pedestrians crossing the roadway 100 feet either side of the proposed site.

The product of both figures should not be less than 45,000 to warrant further investigation.

- (2) A count on the 6th July, 1962 between the hours of 7.45 a.m. and 8.45 a.m. was as follows:—
13 pedestrians
1,102 vehicles
Product—14,326.

More recent observations have shown no material increase.

ALSATIAN DOGS

Attacks, Killings, and Cross-breeding: Tabling of Papers

2. Mr. GRAHAM asked the Minister for Agriculture:
- (1) Will he table all papers containing reports of attacks and killings by Alsatian dogs in this State over the past five years?
 - (2) Will he table all papers containing reports of alleged cross-breeding between Alsatis and dingoes?

Mr. NALDER replied:

- (1) No endeavour has been made to maintain records of attacks on people or killings of stock by Alsatian dogs. Some reports are on files but would require searches within the Department of Agriculture and at police stations throughout the State.
- (2) No papers are available relating to cross-breeding between Alsatian dogs and dingoes.

CANNING PARK RACECOURSE

Suitability as School Site

3. Mr. D. G. MAY asked the Minister for Education:
- (1) Has the Schools Sites Committee investigated the suitability of the Canning Park racecourse as a school site?
 - (2) Will he indicate whether the committee was in favour of the establishment of a school on this site?
 - (3) Is he aware that this land is at present held by the Department of Industrial Development and that favourable consideration would be given to any approach by the Education Department?
 - (4) If the answer to Nos. (1) and (2) is in the affirmative, will he advise the type of school proposed, i.e., primary or secondary?

Mr. LEWIS replied:

- (1) Yes.
- (2) The committee was not in favour.
- (3) Yes.
- (4) The proposals were in relation to a secondary school.

ELECTORAL ADVERTISEMENT

Contravention of Act

4. Mr. CORNELL asked the Minister representing the Minister for Justice:

Does the advertisement appearing on page 55 of *The Sunday Times* of the 11th August, and reading, "Country people speak in favour of Heitman," contravene the Electoral Act, which requires election matter to be duly authorised?

Mr. COURT replied:

I am advised that there is a *prima facie* case for investigation.

5. This question was postponed.

DRAINAGE

Wattle Grove and Forrestfield

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

Could he give any indication when the Metropolitan Water Supply, Sewerage and Drainage Department will be carrying out drainage works in the lower foothills area of Wattle Grove and Forrestfield?

Mr. WILD replied:

It is not possible to give any indication as there are a number of badly-drained areas of a higher priority which require attention with the limited amount of loan funds available.

FLUORIDE

Chemical Forms: Source, and Type to be Used

7. Mr. NORTON asked the Minister for Health:
- (1) What are the different chemical forms of fluoride?
 - (2) From where are they obtained?
 - (3) Which form is found naturally in water?
 - (4) Which form is it intended to use if town water supplies are to be fluoridated?

Sodium Fluoride Tablets

- (5) What is the reason for sodium fluoride tablets being marked as a poison?
- (6) Is sodium fluoride gazetted as a poison in any other of the States of Australia; and if so, in what States?

Mr. ROSS HUTCHINSON replied:

- (1) There are a very large number of chemical compounds which contain fluorine but the two

which are most relevant to the fluoridation of water supplies are sodium fluoride and sodium fluo-silicate.

- (2) They are obtained originally from various mineral sources.
- (3) This is a complex technical matter. Fluoride occurs naturally in water as the fluorine "ion". Exactly the same result is obtained from fluoridation.
- (4) This has not yet been decided. The decision will be influenced by costs, availability, and technical considerations.
- (5) Sodium fluoride tablets are not required by law to be marked as a poison.
- (6) The relevant recommendations of the National Health and Medical Research Council, on which State legislation is based requires sodium fluoride tablets for internal use to be labelled "Caution" and "Use Strictly in Accordance with the Directions". Queensland, New South Wales, and Victoria have already adopted these recommendations. It is understood that the remaining States are about to introduce similar legislation.

It should not be forgotten that most substances if improperly used may be harmful.

GOLDFIELDS WATER SUPPLY SCHEME

Extension to Meenaar-Quellington Area

8. Mr. HAWKE asked the Minister for Water Supplies:

- (1) When is the work of extending the Goldfields water supply scheme to farmers in the Meenaar-Quellington area likely to be put in hand?
- (2) Is the work likely to be completed by the 30th December of this year?
- (3) If not, when is the work likely to be finished?

Mr. WILD replied:

- (1) to (3) Due to many commitments on loan funds, it will not be possible to commence the Meenaar-Quellington extension until the second half of this financial year with a view to completion for the 1964-65 summer.

PORT AT ONSLOW

Closure, and Benefit to State Shipping

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

In what way would the closure of the port at Onslow benefit State shipping?

Mr. COURT replied:

It would produce overall economic advantages in the operation of ships, including their scheduling. It would also confer benefits on the State Shipping Service in the long term as it would influence future fleet planning. Any decision about a port must, however, be made after taking into account many factors other than those related directly to the shipping service itself.

ELECTRICITY SUPPLIES

Denmark-Nornalup and Walpole Areas

10. Mr. ROWBERRY asked the Minister for Electricity:

- (1) Has any survey of potential users of electricity been made, or called for in the Denmark-Nornalup and Walpole areas?
- (2) If so, when?
- (3) Is there any prospect of an extension of service to the Walpole area in the near future?
- (4) If not, why not?

Mr. NALDER replied:

- (1) Denmark—Applications have been received and surveys and extensions made for the past six years. Nornalup and Walpole—A few inquiries have been received in the last three years, but there has been no evidence of sufficient load in the area to warrant a survey.
- (2) Answered by No. (1).
- (3) No.
- (4) Many prior applications in more closely settled areas have been received.

CRAYFISH

Catches of Males and Females North of 32nd Parallel

11. Mr. WILLIAMS asked the Minister for Fisheries:

- (1) What information can be given as to the proportion of male to female crayfish taken in waters north of 32 degrees?

*"Red" and "White" Crayfish:
Signs of "Berry"*

- (2) (a) Do both "red" and "white" crayfish show the tar spot or signs of "berry" during December?
- (b) If not during December, then in which months?
- (3) At what time of the year does the "berry" disappear, on crayfish which habituate the waters south of 33 degrees?

Catches and Research South of 33rd Parallel

- (4) With reference to his statement of Thursday, the 8th August, that "80 per cent. of crayfish caught south of 33 degrees were mature females approaching the spawning period," what method was used to arrive at this percentage and from which fishermen's catches?
- (5) What were the weights of crayfish caught south of 33 degrees in the periods the 1st July, 1960-30th June, 1961; the 1st July, 1961-30th June, 1962; and the 1st July, 1962-30th June, 1963?
- (6) Would he supply all information relating to crayfishing which has been compiled by his department, through research carried out south of 33 degrees?

Mr. ROSS HUTCHINSON replied:

- (1) Information of this nature is not available.
- (2) (a) The true "white" crayfish, i.e., those taken in the shallower areas, never show a "tar spot". Occasionally pale-coloured crayfish taken in deeper waters show the spot. Most red crayfish have lost the tar spot in December, by which time eggs have appeared externally. A number of crayfish do retain the "tar spot" in a more or less eroded form for longer periods.
- (b) The tar spot begins to make its appearance in more northerly areas as early as July, and tar-spotted fish may be found right through to December. Partly eroded tar spots are found even later.
- (3) In January most of the females are carrying berry. In February some still carry it, but by the end of March all have lost it.
- (4) By spot sampling and statistical analysis of the results. The catches of more than one fisherman were sampled. These included catches by V. Lombardo.
- (5) 1960-61—30,000 lb.
1961-62—78,000 lb.
1962-63—Not yet available.
- (6) Relatively little work has been done south of 33 degrees. I suggest the honourable member make an appointment with departmental officers to discuss the matter.

COAL TENDERS

Finalisation

12. Mr. H. MAY asked the Minister representing the Minister for Mines:
 - (1) Is he in a position yet to indicate whether the coal tenders which have been under consideration for some time have now been finalised?
 - (2) If so, will he inform the House accordingly?
- Mr. BOVELL replied:
- (1) and (2) It is anticipated that contracts will be finalised in the very near future.

13. *This question was postponed.*

POLICE STATION AT ALBANY

Availability of Plans

14. Mr. HALL asked the Minister for Police:
 - (1) Will he make available plans of the new police station to be built at Albany?
- Commencement, Site, and Cost*
- (2) When is it anticipated that work will commence?
 - (3) Has the site been determined, and, if so, where?
 - (4) What is the approximate cost for the erection of the building?

Mr. CRAIG replied:

- (1) Provisional plans have been made; but owing to space it has been decided to build a multiple storey building, and plans are now being prepared.
- (2) When finance is available.
- (3) The present site is considered to be the most suitable.
- (4) £40,000.

ALBANY: NEW PRIMARY SCHOOL

Site

15. Mr. HALL asked the Minister for Education:
 - (1) Has consideration been given to the planning of a new site for the erection of a new primary school at Albany?
 - (2) If not, will he give earnest consideration to such planning, with a view to the erection of a new modern primary school in a more suitable setting?

Mr. LEWIS replied:

- (1) Yes, composite high and primary school site on reserves 936 and 937.
- (2) Answered by No. (1).

MOBILE DREDGES

Cost of New Unit and Use of Old Dredge

16. Mr. HALL asked the Minister for Works:

- (1) As it is the intention of the Government to purchase a new mobile dredge, what will be the approximate cost?
- (2) Has the existing mobile dredge ceased work? If not, where is it now working?
- (3) Is it the intention of the Government to continue to work the old mobile dredge, when the new dredging unit is purchased?

Mr. WILD replied:

- (1) £25,000.
- (2) and (3) The old mobile dredge has been sold.

TOWN PLANNING REGULATIONS

Discussions with Local Authorities before Gazetted

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

- (1) Before gazetting new regulations in respect of Town Planning on the 6th August, 1963, did he or the Department of Town Planning have discussions with local authorities who may have been affected, or the Local Government Association?
- (2) If not, why not?

Mr. NALDER replied:

- (1) The regulations, which have been under consideration for several years, have been discussed with a number of councils and their legal advisers. The only material changes from the 1931 regulations are the introduction of a model text, standard notation and interpretation designed to simplify the local authorities' task in making planning schemes and in their administration.
- (2) Answered by No. (1).

NATIVE WELFARE OFFICE AT GNOWANGERUP

Toilets

18. Mr. JAMIESON asked the Minister for Native Welfare:

- (1) Is he aware that while he was criticising the local authority in Wagin because of the segregation of natives from public conveniences, the Native Welfare Office at Gnowangerup had two toilets for whites and two other toilets for natives?
- (2) Has this position been corrected?

Mr. LEWIS replied:

- (1) No. At the Gnowangerup Native Welfare Office there are two internal toilets for staff and two external toilets for the visiting public. There is no discrimination.
- (2) See answer to the first question. No correction was or is required.

SEWERAGE

Canning Shire Extensions

19. Mr. JAMIESON asked the Minister for Water Supplies:

- (1) Are any sewerage extensions contemplated in the Canning Shire Council area during the present financial year?
- (2) When is it anticipated that the main sewer will be extended into central Cannington?

Waverley Extension

- (3) Would he give consideration to enlarging the sewer serving Boans, Waverley, premises to allow for the development of the proposed regional shopping centre in this locality?

Mr. WILD replied:

- (1) No.
- (2) This work is dependent upon construction of the main lines of the south of the Swan River sewerage scheme. It will be several years before sewerage of the central area can be undertaken.
- (3) This was a temporary measure and should not be developed further until the main sewerage of the central area is undertaken.

RAILWAY FROM WELSHPOOL TO KWINANA

Change of Route, and Availability of Plan

20. Mr. JAMIESON asked the Minister for Railways:

- (1) Has any recent change been made in the proposed railway route between the Welshpool marshalling yards and Kwinana?
- (2) Would he make available a sketch plan of this proposed route?

Mr. COURT replied:

- (1) and (2) Some changes are proposed. Until the survey is completed it would be preferable not to indicate an approximate route on a plan. As soon as the survey is completed a plan will be made available. Consideration is being given to the release of a general description of the route without committing it to plans or awaiting survey completion.

21. *This question was postponed.*

DEEP-WATER JETTY AT BROOME

Constructional Work: Commencement

22. Mr. RHATIGAN asked the Premier:
Now that the Commonwealth Government has guaranteed the finance necessary for a jetty in deep water at Broome, when will construction work commence on this very important project?

Mr. NALDER (for Mr. Brand) replied:
The equipment is now in the process of being ordered and work will commence some time later this year.

HOSPITAL AT BROOME

Calling of Tenders

23. Mr. RHATIGAN asked the Minister for Health:

When will tenders be called for the new district hospital at Broome?

Mr. ROSS HUTCHINSON replied:

Work is already well advanced on the construction of the kitchen and laundry block.

Technical details, including air-conditioning, have caused difficulties in the planning of the hospital block, but it is hoped to reach finality shortly. It is intended that tenders will be called this financial year.

SEWERAGE

Lathlain Park Area

24. Mr. DAVIES asked the Minister for Water Supplies:

When is it anticipated the sewerage main will be extended to meet the needs of residents in the Lathlain Park area?

Mr. WILD replied:

It has not been possible to provide funds for this area in view of other more urgent commitments. Loan funds in future years will determine when this work can be undertaken.

GOVERNMENT EMPLOYEES IN THE NORTH-WEST

Special Child Allowance

25. Mr. W. HEGNEY asked the Minister for Labour:

- (1) What categories of Government employees are receiving the special "north-west" child allowance?
- (2) What are the conditions of payment of such allowance?

(3) What was the approximate cost to the Government during the last financial year in respect to such allowance?

(4) What is the approximate number of Government employees on wages in the north-west?

(5) As it was indicated about two years ago that it would cost an additional £17,300 per annum to extend the concession to Government wages employees, what would be a rough estimate of the additional cost at present?

(6) Why has the Government refused to grant the concession to wages employees?

(7) Will he undertake to review the position with a view to granting such allowance to the wages employees?

Mr. WILD replied:

(1) Officers under the Public Service Act, police officers, teachers, and wages employees in key positions in essential services.

(2) Officers in No. (1) above must have children attending the local school.

(3) £6,855.

(4) 1,300

(5) £19,000.

(6) Child allowance was granted to foster recruitment of key personnel in essential services in the development of the north.

(7) This position was reviewed by a special committee comprising the Public Service Commissioner, Under-Treasurer, Under-Secretary for Works, and the Secretary for Labour in January, 1963, and they did not recommend the granting of such allowance to wages employees.

HOUSING FOR NATIVES

Position at Merredin and Norseman

26. Mr. W. HEGNEY asked the Minister for Native Welfare:

(1) Did the Merredin Shire Council recently approve the erection in Merredin of two homes by the Native Welfare Department for occupancy by selected natives?

(2) When did he decide to proceed with the erection of such homes?

(3) Did the shire council withdraw its approval and if so, for what reason?

(4) When and why did he change his mind and decide not to go ahead with the building of the homes as reported in *The West Australian* of the 29th July last?

- (5) Is the following statement, which appeared in *The West Australian* of the 3rd August, 1963, correct:—"Two native homes will be built in Norseman despite protests by local ratepayers. Native Welfare Minister Lewis said yesterday that building would proceed although the Dundas Shire Council had withdrawn its support."?
- (6) In view of the apparent inconsistency in his attitude in regard to the towns mentioned, will he offer a clear explanation in regard to both projects?

Mr. LEWIS replied:

- (1) No.
- (2) No such decision was made.
- (3) See answer to No. (1).
- (4) to (6) In 1962 an approach was made to the Merredin Shire Council for assistance in obtaining land for further native housing in Merredin.

In February, 1963, the council advised the department that it would not approve of the erection of any more Geraldton type 5 houses in Merredin.

In May, 1963, the council agreed to lots 1031 and 1032 in Pollock Avenue being set aside for native housing, provided the type of house to be erected met with the approval of the council. The department applied to the Lands Department for the lots in question on the 14th June, 1963. On the 21st June, 1963, following receipt of a petition from Merredin residents, the council withdrew its approval for the use of lots 1031 and 1032 for native housing. On the 9th July, 1963, I informed the council that I had instructed the Department of Native Welfare to proceed with the acquisition of the lots. At the same time I informed the council that no houses would be erected unless of a type approved by the council.

Regarding Norseman, the Dundas Road Board in 1960 approved of the use of lots 1156 and 1157 in Dowing Street, Norseman, for the erection of Geraldton type 5 houses for natives.

In due course these lots were acquired from the Lands Department and the State Housing Commission was requested to let contracts for the erection of two type 5 houses on the lots. Tenders closed on the 11th March, 1963, contract was duly placed,

and on the 24th May, 1963, advance payment was made, in accordance with established practice, to the State Housing Commission.

On the 23rd July, 1963, the Dundas Shire Council wrote to the department indicating that 24 residents had protested against the erection of the proposed houses. In an exchange of telegrams the shire council stated that while it had no objection to the housing of selected natives within the townsite it could not support the project against the strong protest of the residents.

In view of the council's non-objection and because the contractor was already in Norseman with the materials I decided to proceed with the erection of the houses.

There is no inconsistency.

WORKERS' COMPENSATION

Stamp Duty on Policies

27. Mr. DAVIES asked the Treasurer: What amount of money was received from stamp duty paid on Workers' Compensation policies for the periods—

The 1st January, 1962 to the 30th June, 1962;

The 1st July, 1962 to the 31st December, 1962?

Mr. NALDER (for Mr. Brand) replied:

The 1st January, 1962 to the 30th June, 1962—£72 11s. 2d.

The 1st July, 1962 to the 31st December, 1962—£78 7s. 11d.

28. *This question was postponed.*

HOUSING

Applications, and Accommodation Provided

29. Mr. GRAHAM asked the Minister representing the Minister for Housing:

(1) What was the total number of outstanding applications with the State Housing Commission on the 30th June, 1962?

(2) How many applications were received during the year ended the 30th June, 1963?

(3) How many family units were granted accommodation during the year ended the 30th June, 1963?

Mr. ROSS HUTCHINSON replied:

- (1) 4,336 applications were outstanding on the 30th June, 1962.

- (2) 6,999 applications were received during the year ended the 30th June, 1963, this showing an increase of 288 on the previous year, the wastage through withdrawn applications being 956 lower in 1962-63 than previous year.
- (3) 3,189 family units were granted accommodation during the year ending the 30th June, 1963. While this figure reflects an increase of 440 more new homes than the previous year it was also affected by the fact that the turn-over was lower by 283 units against the previous year.

FLUORIDATION OF WATER

Basis and Value of Assurances of Safety

30. Mr. TONKIN asked the Minister for Health:

- (1) Is it not a fact that it is the long-term effect both medical and dental, but mainly the former, upon adults, which has been least studied and which causes the greatest doubt and anxiety about the wisdom of raising the intake of fluoride by everyone, in the absence of any recommendation whatever, in the case of adults?
 - (2) Is it not a fact that up to the present the assurances of "safety" given to the public have been based very largely upon a study in the United States at Bartlett, Texas, which has now been shown (by a committee of the American Medical Association) to have demonstrated a significantly greater mortality in the high-fluoride town?
 - (3) If the assurances of "safety" have not been largely based as stated in No. (2) upon what specific studies have they been based?
 - (4) In view of the opinion expressed by Professor A. B. P. Amies (Dean of the Dental Faculty, Melbourne University) and Dr. P. R. N. Sutton (Senior Research Fellow) in the publication *Fluoridation—Errors and Omissions in Experimental Trials* that "The sound basis on which the efficacy of a public health measure must be assessed is not provided by these five crucial trials" (viz., the tests and studies carried out by the United States Public Health Service at Grand Rapids, Evanston, Newburgh, and other places and the Brantford Study in Ontario) upon what evidence can
- the reports of Dr. W. G. Waldbott of Detroit on cases of fluoride poisoning from drinking water be disregarded?
- (5) How is sodium fluoride at present disposed of by the aluminium industry?
- Mr. ROSS HUTCHINSON replied:
- (1) There are at least 7,000,000 North Americans and half a million Britons who have consumed water containing one part of fluoride (or more) per million parts of water, all their lives without disadvantages; and generations before them have done likewise. These have been well studied. Any doubt or anxiety has no justification in the view of tried and trusted medical and health authorities such as the National Health and Medical Research Council of Australia, the Medical Research Council of Britain, and the Expert Committee of the World Health Organisation.
 - (2) No; it is not a fact.
 - (3) It is recommended that the honourable member examine the following publications, which contain the information he seeks:

United States Public Health Reports (1954), Volume 69, Page 450.

Monthly Bulletin of the British Ministry of Health and Public Health Laboratory Service (1962), Volume 21, Pages 150-160.

Royal Society of Health Journal (1963), Volume 83, Pages 19-23.

"Classification and Appraisal of Objections to Fluoridation" (1960), issued by the University of Michigan, U.S.A., Pages 1-40.
 - (4) (a) Professor Sir Arthur Amies has, for some years, been a member of the Dental Research Advisory Committee of the National Health and Medical Research Council—a body which has advocated fluoridation more than once. I am further informed that the Sydney *Daily Telegraph* of the 9th November, 1961, contained a statement from Professor Amies that he had not given permission for his name to be used in connection with anti-fluoridation activities.

- (b) For clarification of the status of Dr. Sutton, the honourable member is referred to:

The Australian Dental Journal (1960) Volume 5, Pages 44-46.

The New Zealand Dental Journal (1960), Volume 56, Pages 35-37.

- (c) The reliability of Dr. Waldbott's reports can be gauged from—

The British Ministry of Health Report (1962), No. 105, Page 44.

- (5) Australian aluminium industries have no sodium fluoride for disposal.

Expenditure by Health Education Council on Pro-fluoridation Activities

31. Mr. CROMMELIN asked the Minister for Health:

- (1) What is the annual Government expenditure on the Health Education Council?
- (2) What proportion of this has been spent during the last financial year on pro-fluoridation activities?
- (3) How much has been spent on the 70,000 booklets put out advocating fluoridation?

Cost of Fluoridation to State, and Source of Finance

- (4) How much will fluoridation of water supplies cost the State annually?
- (5) Will the cost be borne by the Health Department or by the Metropolitan Water Supply and/or Goldfields Water Supply and/or local shire councils?
- (6) Is it the intention to supply fluoridated water from small shire council water schemes; and if so, who will bear installation and operation costs?

Fluoride Tablets: Cost of Production and Distribution

- (7) What would be the cost of production and distribution of tablets containing 1 MG of fluorine, basing costs on quotations per 100,000 and assuming distribution through infant health services and registered nursing homes?

Mr. ROSS HUTCHINSON replied:

- (1) Approximately £15,000.
- (2) It is not practicable to give an accurate estimate of the proportion which has been spent on dental health; apart from stating

that dental health education was an important activity during the last financial year.

- (3) The 70,000 copies of the booklet on general dental health, entitled "Let's Keep Our Teeth" cost £3,132 9s. 4d. Only a part of this booklet refers to fluoridation. The public demand for it has been so intense that a further 20,000 copies have been ordered.

With your permission, Mr. Speaker, I would like to have this booklet tabled. I recommend it to members as being an excellent publication.

- (4) It is estimated that the annual cost of fluoridating water supplies in the State will be under 2s. per head. For the metropolitan area, the estimated cost is less than £40,000.
- (5) This will be determined by Parliament when legislation is introduced; but it would be appropriate for the cost to be borne by the water authorities.
- (6) Yes. See No. (5).
- (7) The cost of fluoride tablets for over 200,000 children and 20,000 expectant mothers needing them, would, despite bulk purchase, approach £100,000 per annum. This does not take into account the cost of distribution. In any event, the supply and distribution of fluoride tablets would be an inadequate and inefficient way of dealing with the problem.

The booklet referred to in No. 3 was tabled.

Source and Cost of Fluoride Salts

32. Mr. HAWKE asked the Premier:

- (1) What is the source of the fluoride salts it is proposed to add to the water supplies?
- (2) From which firm, companies, or concerns are they to be obtained?
- (3) What will be the cost to the Government for supplies of fluoride salts?

Mr. NALDER (for Mr. Brand) replied:

- (1) The choice of the precise preparation which it is proposed to use will depend upon availability, relative cost, and technical considerations.

In general, fluoride salts are obtained from the mineral "fluorspar".

- (2) This will be determined by the preparation selected, and by the judgment of the relevant purchasing authority.

- (3) According to the preparation selected, the annual anticipated cost of the material would be from £8,000 to £15,000.

GOVERNMENT AND PRIVATE SCHOOLS

Enrolments

33. Mr. W. HEGNEY asked the Minister for Education:

- (1) What is the approximate number of enrolments in—
 - (a) State primary schools;
 - (b) State secondary schools;
 - (c) Correspondence Branch?
- (2) What is the approximate costs per head, including administration for—
 - (a) primary schools;
 - (b) secondary schools;
 - (c) correspondence;
 in accordance with the latest figures available?
- (3) What is the number (latest figures available) of children attending non-Government schools (primary and secondary)?

Cost to Government of Educating Private School Children

- (4) What would be a rough estimate of the additional cost to the Government to assume responsibility for the education of children referred to in No. (3) including provision of classrooms and teachers?
- #### Attendance of Native Children
- (5) What is the approximate number of native children at present attending—
 - (a) Government schools;
 - (b) private schools?

Apprentices Receiving Technical Education

- (6) What is the approximate number of trade apprentices (including those on correspondence) at present receiving technical education?

Mr. LEWIS replied:

- (1) Approximate enrolment at present is—
 - (a) Primary 98,000;
 - (b) Secondary 36,000;
 - (c) Correspondence 1,100.
- (2) Based on the above the approximate costs for 1961-62 are—
 - (a) Primary £64;
 - (b) Secondary £100;
 - (c) Correspondence £80.
- (3) Primary 23,000 (approximately). Secondary 12,000 (approximately).
- (4) Assuming the Government took over administration of schools and teachers and also the training of

teachers for schools, a very rough estimate would be—

- (a) General running costs £2,800,000;
- (b) If the honourable member means that the present private school buildings would be used by the Government the annual expansion of buildings would cost approximately £750,000.
- (5) (a) 3,300;
- (b) 900.
- (6) 5,300.

FLUORIDATION OF WATER

Cost of Touring Team and Booklet

34. Mr. HAWKE asked the Premier:

- (1) What has been the cost to the taxpayer of the three-man team which is touring the suburban and country areas promoting water fluoridation, in the following instances:—
 - (a) Wages;
 - (b) petrol;
 - (c) car allowance;
 - (d) accommodation?
- (2) What was the cost of printing of the booklet titled "Let's Keep Our Teeth"?

Mr. NALDER (for Mr. Brand) replied:

- (1) (a) Wages in the usual sense of the word were not involved, as the vast majority of the addresses on dental health were arranged outside of normal working hours.
- (b) and (c) The total cost of petrol and maintenance for the Health Education Council vehicle last financial year was £413 6s. 4d. Some proportion of this could be ascribed to dental health education.
- (d) Travelling allowance (which provides for accommodation) for the three men concerned during the last financial year amounted to £280 18s. 3d. Not all of this was in connection with dental health.
- (2) £3,132 9s. 4d. for 70,000 copies.

NEW INDUSTRIES

Development in Canning Electorate

35. Mr. D. G. MAY asked the Minister for Industrial Development:

For the periods 1960-61, 1961-62 and 1962-63, will he advise the following details in connection with the Canning electorate:—

- (a) The number of new industries established;
- (b) their localities;

- (c) what financial assistance has been extended by the present Government to either old or new industries during the mentioned periods;
- (d) has any land been set aside by the Government for potential industries;
- (e) if so, where is the land situated;
- (f) are any negotiations in train for the establishment of industries in the Canning electorate?

Mr. COURT replied:

- (a) Records are not made of the number of factories within the boundaries of individual electorates. However, where the boundaries of an electorate coincide with those of local government areas, the figures can be obtained from the statistician's records.

The position in this case is further complicated by a change in electorate boundaries on the 7th December, 1961.

The present boundaries of the Canning electorate include the whole of the Shire of Gosnells and part of the local government areas of Canning, Melville, and South Perth. Figures are not available for these parts of local government areas.

The latest available factory figures for the Shire of Gosnells show the following within the shire boundaries:

1958-59	....	....	24
1959-60	....	....	25
1960-61	....	....	31
1961-62	....	....	30

or a net increase overall of 6. Short of a physical check there is no practical way of obtaining accurately all the information the honourable member seeks.

- (b) Mainly in the William Street-Albany Highway vicinity.
- (c) No direct financial assistance. Other services are being availed of from time to time.
- (d) and (e) Land set aside for industry in the Canning electorate:
- (1) By the Government:

An area of approximately 200 acres comprising the former Canning Park racecourse is held by the Government for industrial use.

- (2) By Local Authorities:

Included in the Gosnells Shire Council's town planning scheme are three industrial areas being:—

- (i) a service industry area of about seven acres on the corner of Olga Street and Albany Highway;
- (ii) a light industrial area of about 18 acres on the corner of Albany Highway and Royal Street;
- (iii) a general industry area of about 100 acres in the vicinity of Albany Highway and William Street.
- (3) An area of about 70 acres at Acanthus Road, Riverton, in the Canning Shire has been zoned for light industry in the Region Plan.
- (f) No specific negotiations are under consideration at present but no opportunity is lost to bring the former Canning Park racecourse site to the notice of prospective users.

QUESTIONS WITHOUT NOTICE

CANNED FISH

Sales Tax on Imported Product

- 1. Mr. HALL asked the Chief Secretary:

As the lifting of sales tax on imported canned fish will have a detrimental effect on the canning industry in this State, will he undertake to discuss the dangers of such action with the Commonwealth Treasurer with a view to having sales tax retained for the protection of fish canneries; or, alternatively, request the Commonwealth Government to impose a tariff barrier to protect this industry.

Mr. ROSS HUTCHINSON replied:
No.

POLICE FORCE

Murder Investigations: Outside Assistance

- 2. Mr. O'CONNOR asked the Minister for Police:

Further to my question of Tuesday, the 13th August, directed to the Minister regarding overtime of the C.I.B. in connection with the recent murder, and the Deputy Leader of the Opposition's opinion, expressed in the House yesterday and reported in today's

issue of *The West Australian*, that outside help should be obtained to assist the Western Australian Police Force in solving the recent murders, is the Minister in a position to state whether any such assistance has been obtained, or is contemplated?

Mr. CRAIG replied:

I am grateful to the honourable member for advising me this morning that he intended to ask this question. In the first place I would say it is unfortunate that this aspect has been given so much prominence. It must be appreciated that a considerable amount of the work that has been done in the investigation has been carried out in secret; otherwise the murderer, or murderers, could be kept informed of the line of inquiry that is being followed. That is one of the reasons why I have possibly been reticent about making full information available to the public.

However, in view of the utterances of the Deputy Leader of the Opposition last evening—which personally I considered to be rather irresponsible because they cast aspersions on the efficiency of the Western Australian Police Force, and possibly have contributed towards instilling a feeling of uncertainty in the minds of the public—I feel it pertinent now to draw attention to what assistance has been obtained by the force in Western Australia.

Outside assistance has been obtained by the police. All States have been circulated with details of the cases, including the line of inquiry being followed. This is a reciprocal arrangement and valuable advice is obtained in this way. Only yesterday morning Commissioner O'Brien was in contact with Commissioner Allen from New South Wales in connection with certain details. Commissioner Allen, along with other State Commissioners, has offered assistance and this will be available as the inquiry continues. In addition, the F.B.I. in the United States has been contacted and consulted regarding certain ballistic features associated with the murders. Also, an expert from this State was flown to Scotland Yard to carry out certain pathological tests in co-operation with their experts.

I regret the necessity for having to make this information available to the House and to the public, particularly at this stage of

the inquiry. I sincerely trust it will not be helpful in any way to those involved in the crime.

FLUORIDATION OF WATER

Payment of Costs by Outside Bodies

3. Mr. BRADY asked the Chief Secretary:

Has any company or person paid, or offered to pay the expenses involved in introducing the fluoridation of water into Western Australia?

Mr. H. May: You brought this on yourself!

Mr. ROSS HUTCHINSON replied:
No.

TRAFFIC ACT

Application of Regulation 10B

4. Mr. GAYFER asked the Minister for Police:

(1) Does regulation 10B of the Traffic Act apply to graders owned by the Main Roads Department and/or local authorities in the normal course of roadmaking or repair operations, or in proceeding to and from such work?

(2) If so, what is the practical effect of the implementation of this regulation in respect of road graders and roadmaking plants; and do separate permits have to be obtained for each and every separate roadmaking operation?

Mr. CRAIG replied:

I thank the honourable member for having given me prior notice of this question this morning. The answers are—

(1) and (2) Generally speaking, roadmaking vehicles do not comply with the traffic regulations as to lights, brakes, and so forth and, therefore, in view of the definition of an "off road" vehicle in regulation 4, may not be licensed in the normal manner. To enable the legal use of these vehicles on roads I issued an order under the provisions of regulation 40 to provide for the issue of limited licenses. This order was published in the *Government Gazette* on the 25th January, 1963. This will enable the issue of limited licenses subject to specific conditions endorsed thereon.

Roadmaking vehicles fitted with caterpillar tracks may not be licensed. If movement of these vehicles is desired it can be permitted only by permit pursuant to regulation 10B. This regulation provides for the issue of such

permit for either a limited period or for one special trip from point to point.

POLICE FORCE

Aberdeen System of Police Protection

5. Mr. BRADY asked the Minister for Police:

In view of the Minister's earlier statement he might want more notice of the question I am about to ask. However, the question is: Is the Aberdeen system of police protection operating in Western Australia? If not, will he consider introducing the system in the metropolitan area immediately?

Mr. CRAIG replied:

I will inquire into the honourable member's suggestion.

CANNING PARK RACECOURSE

Suitability as School Site

6. Mr. D. G. MAY asked the Minister for Education:

Regarding a question I asked today about the suitability of the Canning Park racecourse as a school site, as the Minister's answer was "Yes, but they found it was unfavourable", is that an indication that a secondary school is contemplated in this area?

Mr. LEWIS replied:

I would say from the reply given that it was. That is the site the committee was looking for then, and I take it it is still looking for a site for a secondary school.

TRAFFIC ACT

Interpretation of Section 11 (3)(f)

7. Mr. GAYFER asked the Minister for Police:

- (1) Will he lay on the Table of the House the interpretation given by the Minister for Police in 1958 to section 11 (3) (f) of the Traffic Act
- (2) Is this interpretation based on Crown Law Department opinion?

Mr. CRAIG replied:

I am not in a position to answer the question at the moment, but I will have inquiries made, and, if available, I can arrange for the tabling.

GOLDFIELDS WATER SUPPLY SCHEME

Extension to Meenaar-Quellington Area

8. Mr. HAWKE asked the Minister for Works:

In relation to the question on today's notice paper covering the proposed water supply extension in the Meenaar-Quellington area, as the Minister is personally aware of the extremely difficult situation which develops in this area during the summer months, will he reconsider the present decision not to commence the work until the second half of the current financial year, with a view to commencing it as early as possible?

Mr. WILD replied:

I would advise the Leader of the Opposition that I am *au fait* with the urgency of this work and I commented on that in his presence when I personally inspected this area a few months ago. Only this morning the Chief Engineer and the Under-Secretary for Water Supplies were in my office for some time and I discussed with them the possibility of being able to squeeze a few thousand pounds extra from the vote which would be required to complete this work this year.

However, I would point out that we have suffered a cut which, I think, from memory is about £200,000. Therefore, something has to go by the board; and in a vast expanding State such as Western Australia there are many demands for money from various parts and it is very difficult to decide what should be left out. I would inform the Leader of the Opposition, however, that I finally persuaded my two senior officers that they should put something on the Estimates this year to finish the work for next year.

At the moment, I will undertake to say this: If later on one can see an improvement in the financial position, one will see that that work is done. It is that limitation and squeezing of funds which brought about the curtailment of this work.

EMPLOYERS AND PENALTY RATES

Inaccurate Information: Personal Explanation

MR. FLETCHER (Fremantle) [2.59 p.m.]: As regards the point of order raised last night by the member for Swan

when the member for South Perth was speaking about a speech I made, which covered the subject of certain employers not conforming to awards regarding penalty rates for overtime, and your comment, Sir, on this and other matters about privilege and procedure, I would like to make this statement:

It seems that either I was misinformed or my informant was misinformed. *Hansard* will reveal that in a subsequent reply to the member for Mt. Lawley I admitted there were two types of employers—those who did, and those who did not take advantage of over-full employment. If my informant has unjustly accused an innocent employer of contravention of industrial awards in regard to penalty rates; or if he has unjustly accused non-existent firms; or, if I have, in this House, in any way disadvantaged an innocent firm named, or a firm with a similar name, then I regret it.

ADDRESS-IN-REPLY: FIFTH DAY

Motion

Debate resumed, from the 14th August, on the following motion by Mr. Mitchell:—

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

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

MR. D. G. MAY (Canning) [3.3 p.m.]: This afternoon, it is my intention to take advantage of the time afforded private members during the debate on this motion to point out some of the complaints or criticisms regarding the activities in various parts of my electorate.

I listened with a great deal of interest to the Lieutenant-Governor's Speech on opening day, and I was extremely pleased to hear of the progress that is being made at present; and I was also pleased to hear about a great leap forward. Unfortunately, in taking that great leap forward, it appears that the Government has completely leaped over the electorate of Canning because ever since my election I have experienced nothing but procrastination on matters that I have represented to the Government, and also in many other directions.

It is not my intention to criticise unjustly. Everything I am about to say this afternoon can be justified; and it is with this thought in mind that I will produce

evidence to show that I consider the electorate of Canning is being left out on a limb.

Last year, on the 15th August—on the same date as today—I asked a series of questions of the Minister representing the Minister for Housing on residential development in the Manning-Koonawarra area, which is part of the Canning electorate. That question was as follows:—

When will the proposed State Housing Commission development commence in the Manning area adjacent to the Koonawarra Primary School?

and the answer I received was—

The preliminary design for the subdivision has been prepared, and this is to be submitted for approval. Extensive sewerage and drainage is required and it is estimated it would be at least 12 months before development could commence.

I also asked—

What number of houses is to be built in this area?

And I was told, "Approximately 500."

In view of the fact that the Minister indicated that extensive sewerage and drainage was required in this area, I asked the Minister for Water Supplies the following question:—

Having regard for the assurance given by the present Government that housing development will commence in the Manning-Koonawarra area within 12 months, will he advise when work on the existing drainage problem will commence in order to restore this area to the standard required for State Housing development?

The Minister's reply was—

The commencement of this work is scheduled for mid-January, 1963.

That is, the beginning of this year. In view of the fact that whilst in this area I had noticed that no development had taken place, I directed a further question to the Minister as to when development in the Manning-Koonawarra area would commence, and the answer I received was—

No funds are available this financial year. Commencement of work will depend on its position in priority, when considered in relation to the needs of all parts of the metropolitan area.

It can be seen, therefore, that 12 months have elapsed since I first raised this question, and not one single spade has been lifted in the Manning-Koonawarra area to carry out this development. This is an area which has many essential services, such as a bus service which travels over a route only a matter of a few miles from the heart of the city. The area is served with electricity and has two very large schools. In fact, it has three large schools if we take into consideration the

third-year Bentley High School which is situated on the border of the area I am referring to this afternoon.

This is only one instance of the Government doing absolutely nothing to assist in this regard, despite the fact that it has stated it will do all it can to help the private individual of Western Australia. The Leader of the Opposition moved an amendment to the Address-in-Reply criticising the housing shortage and also unemployment. The Manning-Koonawarra area is one which is close to the centre of the City of Perth and can make provision for the building of 500 houses, and yet nothing has been done. It is outrageous that a matter such as this should be allowed to be held in abeyance for a period of 12 months without my being notified that there would be any curtailment of this programme. I had to wait until the start of this present session before I obtained this information.

The Manning-Koonawarra district is not the only one where residential development is being neglected in my electorate. I would point out that my electorate comprises areas such as Manning, Koonawarra, East Cannington, Kenwick, Maddington, Thornlie, Gosnells, and Canning Vale. For the edification of members, in 1959-60 only four State Housing Commission homes were built in Manning. In East Cannington, Kenwick, Maddington, Thornlie, Gosnells, and Canning Vale not one house was built. In 1960-61 there were three in Manning, none in East Cannington, one in Kenwick, none in Maddington, none in Thornlie, four in Gosnells, and none in Canning Vale. In 1961-62 there were none in Manning-Koonawarra, none in East Cannington, one in Kenwick, none in Maddington, none in Thornlie, one in Gosnells, and one in Canning Vale. During the current year the Government was really progressive! There were none in Manning, none in East Cannington, none in Kenwick, none in Maddington, one in Thornlie, two in Gosnells, and none in Canning Vale.

It may be said there is no housing land available to the commission; but I can refute that assumption, because there are ample areas which the commission knows about. As I said, there is one vacant area in Manning which can accommodate 500 houses. In my electorate, in the last four years during which the present Government has been in power, only 19 houses have been built by the State Housing Commission in the mentioned area. That is a dreadful state of affairs, in view of all the land that is available for housing.

The total area of the Canning electorate is over 44,800 acres, and it is the second largest metropolitan electorate. If we were to add up the acreages of the electorates represented by nine metropolitan Government members we would find that they

total only 41,000 acres; yet the Canning electorate, which is represented by one member, covers over 44,800 acres. Is it any wonder that this electorate is receiving very little attention?

I am not blaming anyone, because I represent a large electorate; but looking at the records for the last 21 years we find that there has been a different member of Parliament for the district every three years. My complaint is that the people who reside in this electorate are not receiving sufficient representation, because of the extensiveness of it. I know how difficult it is to get around the electorate and to try to cover all its needs; and that difficulty is not being eased by the present Government.

Mr. J. Hegney: The member for Dale knows all about that.

Mr. D. G. MAY: Regarding the Manning district, I made considerable representation to the Government and the State Housing Commission with a view to obtaining a new policy for the provision of increased accommodation for existing tenants. Shortly after the last world war many families moved out to this new suburb, and at present the number of children to each family is between four and five. The children are no longer babies and have reached primary school, secondary school, and Leaving age.

In several of the houses I visited I found three children sleeping in one room, and the facilities for study were totally inadequate. A primary school child has to go to bed early, while the secondary school child keeps the light on and tries to do his homework. Although the ages of the children are not far apart, the senior student who is required to study for his Leaving Certificate has to keep the light on late into the night and thereby disturb the other children in the room.

Arrangements were made with a health inspector to visit one of these homes, after which he made a recommendation to the State Housing Commission that it was entirely unfit for three children to be accommodated in the one room. The commission replied that at the present time it was not the policy to provide increased accommodation.

The increased accommodation I would like to see provided in houses in my electorate is not elaborate, and it would not involve the moving of a family from one house to another. All that the tenants are asking is to have the back verandahs enclosed; and that would only entail the fitting of louvres and frames, because already there are two walls erected.

One lady asked me to make representations to the Housing Commission to have the back verandah of her house enclosed. In the first instance she had been transferred from a house in Carlisle to one in Manning because of her need for increased

accommodation; but when she moved into Manning she found the house allotted to her was not any larger than the one she had left. She contacted the Housing Commission and advised what had taken place. The commission said it regretted the mistake and undertook to move the tenant to increased accommodation as soon as the opportunity availed itself. This went on for quite some time, until eventually I had to press the commission continually to assist her. Unfortunately the commission would not do anything about the matter.

While travelling around my electorate I came across several houses which had been vacant for some weeks, because the tenants had left the district. When I contacted the Housing Commission about allocating one of these I was told that they had been allocated to new arrivals in Australia, or to people from another district. In order to overcome the difficulties which this lady faces I suggested to the commission that the back verandah be enclosed.

I approached the Minister for Housing to see what I could do to arrange for the back verandah to be enclosed, in view of the fact that this lady had been distressed through an error on the part of the Housing Commission. The reply I received was that it was not the policy of the present Government to enclose back verandahs of its houses. The final paragraph of that letter stated that if the lady was prepared to enclose the back verandah at her own expense the State Housing Commission would have no objection to her doing that.

Here is a widow with five children, but the Government refuses to enclose her back verandah and points out that although the Housing Commission made a mistake she can enclose the back verandah at her own expense. This is not equitable treatment at all. It is disgraceful to think there are people in the community who are suffering from circumstances such as those. The case I have referred to is not an isolated one, because I know of quite a number of them in the Manning district which, under the 1945 Commonwealth-State Housing Agreement, was to some extent selected as a rebate area.

The families concerned have indicated that they are prepared to pay a small additional rental if the Housing Commission would enclose the back verandahs of their houses; thus the opportunity is open for the Government to assist these people. As I have said, however, there has been no effort to do anything to help them.

Another matter I would like to deal with this afternoon is in connection with school buses. I was very interested last night when listening to the speech made by the member for Merredin-Yilgarn to hear the interjection by the Deputy Premier to the effect that this Government has done everything to assist in regard to school

buses. All I can say is that so far as I am concerned the South Coogee bus situation that has arisen is only a storm in a teacup compared with some with which I have had to deal in the last few months.

I am glad the Minister for Education is in the House at the moment, because I would like to point out just a few of the instances which have come to my notice and with which I have had to deal personally in the last 12 months. First of all, I would like to start with the Manning-Koonawarra area. This, of course, contains the majority of my electors. But it is not an isolated case; and, as I go on, I will point out others which have arisen in my area.

On the 20th March, 1962, the Minister was approached by the Legislative Council member for the district, Mr. Baxter, in regard to the provision of a school bus in the Canning Vale area. I want members to follow this very carefully because it is like a serial and has a climax of which everyone should be made aware. As I said, on the 20th March, 1962, the member for the province approached the Minister to ask that a school bus be provided. The people were not asking for this service for nothing but were prepared to meet a substantial proportion of the cost of any service provided rather than have the position continue which obtained at that particular time.

Time marched on; and on the 20th June, 1962, I wrote to the Minister and asked him whether, in view of the fact that representations had been made by Mr. Baxter, he would do something about the position regarding the provision of a school bus. I received a reply on the 22nd June—the quickest reply I have ever received. Replies received later on were not as prompt as that one. However, the first reply of any substance was received by me on the 19th July, and this stated—

I have to advise that the financial aspect of providing a better bus service is at present being investigated. I will advise as soon as possible of the outcome.

On the 28th September—that is, about three or four months later—I wrote again as follows:—

Further reference is made to my letter dated the 21st June.

Then I went on—

As the parents are desirous of having this matter clarified prior to the end of the present school term it would be appreciated if you could kindly advise if the matter has now been finalised.

Nothing happened again so on the 1st November, 1962, in this House, I asked the following question:—

In view of the excessive time which has elapsed relative to a decision concerning the provision of a school bus

for the Canning Vale area, will he indicate the present position regarding this matter?

The reply I received was as follows:—

This matter is still the subject of close investigation and it is hoped that a decision can be reached within the next fortnight.

Any new arrangement would not take effect until the 1963 school year.

It would be quite obvious that on the 1st November any service provided would not take effect until the following year.

On the 17th December—a month after the session had been completed—I wrote again—asking him whether something could be done with regard to this bus service in the Canning Vale area. I did not receive any word at all except in another letter concerning the Manning bus service. When dealing with that matter I received a letter stating that it was a real complex matter, and that as the Minister was leaving for New Zealand he was arranging for a reply to be given me in January and he would look at the matter when he returned from New Zealand. That was what I received with regard to the Canning Vale bus service.

The first approach I made in connection with the Manning service was on the 1st September, because at that time it was mooted that children from the Manning-Koonawarra area would be accommodated at the new Bentley High School in preference to the high school at Applecross. Therefore a number of the parents were a little apprehensive as to what was going to happen and they asked me to make inquiries, which I did. I asked the following question:—

Will the Minister indicate if any children from the Manning-Koonawarra State schools will be attending the Bentley High School as from February, 1963?

The answer I received was—

Yes, all students commencing high school in 1963 ex Manning Park and Koonawarra primary schools will be directed to Bentley High School.

Then I asked—

As the only bus service available from Manning would be via Canning Highway and Victoria Park, will he indicate if adequate transport will be supplied to cater for the children in this area?

The answer I received was—

Endeavours are being made to arrange bus transport from Manning Park and Koonawarra to Bentley High School.

I would like to mention it is not Manning Park, but Manning.

That was the answer I received on the 7th September. I therefore wrote to the various parents and those who had interviewed me on the matter to indicate the

situation was evidently in hand and we would know in the very near future what would transpire. On the 21st September I wrote to Mr. Lewis, the Minister for Education. It is a lengthy letter, but I will read out the relevant paragraph which is as follows:—

The majority of parents subscribe to the proposed transfer but are extremely apprehensive relative to the method of transport which will obtain at the commencement of the first term in 1963. They are of the opinion that an announcement should be made as quickly as possible as to the Department intentions in this regard, and feel that a definite transport arrangement should be announced prior to the completion of the present term.

There is nothing unusual about that. The parents wanted to know the transport arrangements to ascertain whether they would have to purchase bikes for the children, because it is some considerable distance to the Bentley High School. I wrote that letter on the 21st September and on the 27th I received an acknowledgment stating that the matter was receiving attention. Then on the 4th October, the Minister wrote to me as follows:—

In connection with the first-mentioned matter—

that was the bus service—

—you are assured that the Department is not unmindful of the transport problem facing those children involved and is negotiating with the Metropolitan Transport Trust for direct buses from Manning and Koonawarra schools to Bentley High School. This will either be by deviation of public transport or by special school bus and it is hoped shortly to have a favourable reply from the Metropolitan Transport Trust.

That was on the 4th October, 1962. On the 10th November, 1962, the Bentley Parents and Citizens' Association wrote to me saying they were pleased to know that something was being done and that perhaps a concerted effort could be made in the transport problem which might help to resolve the position. However, that was not to be.

I further approached the Minister on the 17th December, 1962, as follows:—

As it was originally indicated that the matter would be resolved prior to the conclusion of the present school term, it would be appreciated if you could kindly advise particulars of the transport arrangements so that the respective Parents & Citizens' Associations can be acquainted accordingly.

That was on the 17th December, and this is the reply I received back—to which I have already made reference—in regard

to the Canning Vale bus service. It was a joint reply on both subjects. On the 20th December the Minister wrote—

I regret to advise that the proposals for a reduction in the fares and alteration of routes of the Metropolitan Transport services to serve certain metropolitan schools has not yet been finalised but my latest information reveals that negotiations on the complex problems, which were not at first apparent, have been proceeding smoothly but finality is not expected to be reached until well into January.

Note that he said that the problems are complex.

Mr. Lewis: Would you not say they are complex?

Mr. D. G. MAY: If they are complex, how is it that the Minister advised me that they would be resolved within a fortnight after the 1st November?

Mr. Lewis: Because my later investigations proved that they were more complex than was earlier anticipated.

Mr. D. G. MAY: Very well. The Minister went on to say—

The Under Treasurer has promised to have final proposals ready for my approval by the time I return from New Zealand towards the end of January.

I was to be advised prior to the Minister's return. On the 31st January, 1963, exactly 10 days prior to the opening of the school term, I wrote to the Minister again on his return, and I said—

The position obtaining in the Canning Vale area was first represented by me to your department on the 21st June, 1962, and prior to that by Mr. Baxter, M.L.C. Advice was subsequently received that the matter would, in all probability, be resolved before the conclusion of the final term last year. However, all endeavours to obtain finality have, unfortunately to date, been of no avail.

I am not going to read further than that. I even mentioned in the letter that I appreciated that the Canning Vale problem was complex because of the possibility of a subsidy in regard to the school bus. I concluded the letter by saying—

As the parents are most concerned at the continued delay in bringing this matter to finality, it would be appreciated if you would kindly advise the result of your deliberations as soon as possible, especially as there are only ten more days before school resumes.

Before I read the final letter I received from the Minister, I point out that during the week preceding the commencement of school we had a meeting in my area, and we went around to all the people to find

out how many children would be going to school. On the Saturday morning prior to the school commencing I rang the Minister at his home and asked if he could tell me whether a bus would convey the children to the school in Canning Vale and Manning. The Minister said he was not aware of any such arrangement and that I should contact Mr. Duncan of the Education Department.

I think the Minister will recall that, because we had quite a reasonable discussion on the problem. He did not say that he was not worrying about the situation, but that he thought I had better get in contact with Mr. Duncan. So I rang Mr. Duncan on Saturday afternoon and asked him what the position was, and he said that a bus would run from Canning Vale to Bentley. As a matter of fact he said, "We sent some pamphlets to the Bentley high school." I said, "When did you send them out?" He said, "On Thursday." I said, "How would the people know anything about this as the school was closed? Was any announcement made in the Press?" No Press announcement had been made.

I told the various families to send their children to the school on the Monday and I would contact the Minister on the same day. On that day I also contacted the M.T.T. and was advised that a bus was running and that arrangements would be made for the head teacher to be advised.

I told the head master (Mr. Currall) and asked him if he would put the information over the loud speaker and let the pupils know that the buses were running and would continue to do so from then on. That is what happened on the 27th February, 1963, after I had done all this work. On the 5th March, 1963, I received from the Minister a letter dated the 27th February, 1963, as follows:—

I refer to your letter of the 31st January, seeking information regarding the outcome of negotiations with the Metropolitan Transport Trust concerning bus services for the Canning Vale and Manning areas. I am now pleased to inform you that the Trust has provided a bus service for the Canning Vale area and also a direct service between the Manning area and Bentley High School from the beginning of the school year.

Fancy saying a thing like that!

Mr. Lewis: I did not listen in to your conversation with Mr. Duncan.

Mr. D. G. MAY: I must admit that the Minister is not responsible for everything that goes on, but there was no indication all the way through that there was any determined effort to assist these people in regard to bus transport. The children had been back at school for a month before I received advice that the buses were running.

Mr. Lewis: But I had already conveyed to you that this was a complex problem.

Mr. D. G. MAY: The complex problem was in regard to the financial arrangement with the Canning Vale bus. Members can see just what is going on in respect of these matters.

Some of the Canning Vale parents arranged to buy bikes for their children a week before they went back to school, and they sent the children to the Armadale High School, whereas they should have been accommodated at the Bentley High School. The bikes were provided by the parents at a fairly high cost because they purchased new bikes so that the children could ride to the Albany Highway in order to catch the bus to Armadale; and members can imagine the distance the children had to travel from Canning Vale. That is the position that the people of Canning Vale were put in; and education expenses are costly enough without the parents having to pay for bikes for their children to get to school.

I am only bringing out these points to show the Minister that in my opinion they are constructive. There definitely was something wrong; there was no real effort made by the department to let everybody know that the school buses were going to run. Those are two education matters, and I have another one; but time is getting on and I will not be able to talk about it. I would, however, like to deal with other questions.

Mr. Lewis: But the provision of buses in the metropolitan areas is outside the control of the Education Department; you must admit that.

The SPEAKER (Mr. Hearman): Order!

Mr. D. G. MAY: I wish now to speak of water problems, and I will leave the Minister for Education out of this one. I do not know of one instance in my area where an application I have made for extension of water mains has been successful. In the Gosnells area, where one would imagine water would be provided without any difficulty at all—and incidentally this is confirmed by the Deputy Premier—this problem has arisen.

On the 1st May the Deputy Premier expressed his astonishment to a gentleman in Gosnells that people living so close to the township did not have the amenity of a water supply. It is amazing. Yet when this particular person wrote to the Deputy Premier to ask him if he could do something about the position, the Deputy Premier said, "Yes, I will take it up because there does seem to be something wrong." He contacted the Water Supply Department, and wrote back to the person concerned—I will not quote his name but it is on the file—as follows:—

Since receiving your letter of the 1st May, written on behalf of five residents of Corfield Street and yourself,

I enquired of the Honourable Minister for Water Supplies as to the present position concerning the extension of Metropolitan Water Supply mains to your homes.

I understand that at the time of your writing the latest information to date was that this extension was considered to be an uneconomic proposition to the extent of £500 by the Department.

I am pleased to advise that, in view of later information to hand, the position has greatly improved. The Department is prepared to extend the main if the residents are prepared to advance an amount of no more than £300, and I desire to emphasise in that connection that the full amount of £300 will be refunded upon the erection of two additional homes along the pipeline.

That was a letter the Acting Premier—he was not Acting Premier at the time, but Minister for Agriculture—wrote. He reduced the amount from £500 to £300 in a matter of weeks. Then I came into it, and wrote a letter to the Under-Secretary, Metropolitan Water Supply Department, and pointed out that on the 14th March he had written to Mr. — of Corfield Street, Gosnells, advising that the extension of 25 chains of piping would cost £1,531 to serve five houses. It was also suggested that a contribution of £500 or, alternatively, the erection of two more homes or houses along the route of the proposed extension would be necessary.

I then went on to say that subsequent inquiries by the Deputy Premier enabled the sum of £500 to be reduced to £300. I also said that the number of dwellings mentioned in his letter was incorrect; and I corrected that number, which was later confirmed by the under-secretary himself, who agreed with the number of houses mentioned by me.

On the 8th February the under-secretary advised me that the matter had received further consideration, and as a result of my representations the amount had been reduced from £500 to £150. So we find that in a matter of a few weeks we have had the amount brought down first from £500 to £300 as a result of my approach, and then from £300 to £150. So it would appear to me that the matter was not investigated as well as it might have been.

Mr. Wild: You do not know what you are talking about.

Mr. D. G. MAY: I will not comment on the Minister's remark.

Mr. Wild: It is as well that you do not.

Mr. D. G. MAY: I have quite a lot of information signed by the Minister, and I would be pleased to show it to him later.

In my letter of the 22nd January I mentioned to the under-secretary that although the main was brought past a swamp and vacant land to the first of a group of potential consumers, it terminated when the investment would, no doubt, commence to show a return to the department. I then represented the matter to the Minister, asking if he would give further consideration to the fact that the water main had terminated at the house to which I referred, and pointing out that revenue could be received by the department if it were connected to further houses.

Unfortunately we did not get anywhere with that suggestion. As I have already pointed out, the amount required by the department was reduced from £500 to £150, but the people were not prepared to invest this amount of money. Some of them had only just built their homes, and this expenditure would have meant an added burden to them.

There is another matter which I wish to bring before the House, and which relates to the supply of water. I would like to point out that I am in no way criticising the Department of Water Supply, or the Minister in regard to it; but I would like to say that in an area like Riverton it seems very strange that while certain houses are provided with water, others received no consideration at all until, together with a member of the Education Department who is extremely interested in the Riverton area, I decided to make a house to house canvass to ascertain how many houses in Riverton would require water from the main, if extended.

We obtained 14 names, from a very small area, of people who were prepared to accept water connections if the mains were extended. I wrote and asked the Minister if he would give consideration to the extension of this main, and on the 9th May he replied that he was very conscious of the need for water supplies in the area, and that if every one of the owners of the 14 houses referred to by me would make an application to the department for extension of the main the whole position would be investigated.

That was on the 9th May, and so far I have not had any further word from the department. I provided the names required—although I think I only provided 13 names, because unfortunately one of the people was out, and I left word asking for the particulars to be sent to me. I regret to say they have not yet arrived. But I did provide 12 to 13 names of people who desired water from the main.

We are now in the middle of August, and I have received no further word about this matter. I hope the Minister will look into it, because there are a number of families in that area who are having to drink water the colour of which has to

be seen to be believed. The children in the area have to take their baths in water which is almost black in colour; and when the families run out of water, they have to replenish their stocks at £2 4s. per 1,000 gallons.

Sitting suspended from 3.45 to 4.6 p.m.

Mr. D. G. MAY: Prior to the suspension I was concluding my remarks on the extension of water mains. There were several other matters in connection with water to which I intended to refer, but I will leave them at the moment as time is getting on, and will proceed to a few other matters.

One is in connection with the recent outbreak of vandalism in the Manning area. We have experienced a considerable amount of vandalism and hooliganism in Manning and in South Perth. This matter has been publicised quite freely; and in my opinion that has had the effect of decreasing such incidents. I, personally, have visited the hamburger stall at South Perth. There are two at South Perth where quite a lot of trouble has occurred. One is situated on the corner of Mill Point Road and Canning Highway and the other is further down in my area.

Lately there has definitely been a decrease in this type of public menace. The police have been very active and it is quite noticeable that the young people are coming into line. I have observed that quite a lot of teenagers congregate at these places. They sit in cars or mill around, but they do not purchase anything. They stay around until the early hours of the morning to see what is likely to happen, perhaps with the intention of joining in. I was wondering whether, if these people did not purchase anything from the hamburger stall, action could be taken by the police to move them on. I do not know whether anything can be done; and perhaps the Minister has already taken action. I hope that is the position.

I would like to say how pleased I am that additional detectives were allocated to the Manning area. In this regard there was an outcry in one or two papers by certain shires that considered we were getting preference in the Manning area as compared with their districts. The reason given was that their areas were substantially greater in acreage than the Manning area, but they did not consider the matter on a population basis. It is obvious that if we were to appoint police to large areas instead of on a population basis, there would be a lot of police in the north-west.

Four children attending a school in the Koonawarra area have been interfered with on the fringes of the pine plantation. The headmaster of that school chased one particular person when he noticed a small girl was being interfered with, and was

able to apprehend the offender in the pine plantation. The headmaster was able to hand this man over to the police.

There are two fairly large schools in the Manning area. One is attended by about 600 or 700 children, and the other by about 400 or 500 children. Unfortunately, only one of the schools is under the supervision of the Canning Bridge police station. The other school—Koonawarra—borders the Collier Pine Plantation and is under the jurisdiction of the Victoria Park police station. Victoria Park would be roughly four or five miles away from the school, so it is not possible to police this area which, in my opinion, should be supervised by the Canning Bridge police. If this were possible, it would have a good effect on any untoward happenings that might take place at that school. I would appreciate it if the Minister would look into the matter.

On several occasions I have asked the Minister to give some consideration to the establishment of a police station at Gosnells. I have continuously made representations in this regard because the only police station in the area is the Cannington police station, which the Minister mentioned in his answer to my question. That police station is right on the border of my area; and one can go from Cannington right through to Kelmscott before coming to a police station or any police supervision.

Admittedly an additional policeman or constable has been attached to the Cannington police station, but it must be realised that the building of a hotel was completed recently near the Cannington police station, and that the area around there is progressing. There are a few industries and other places in the area which require more regular attention from the police than previously; and, as a consequence, they are not coming out to Gosnells as much as we would like. The hotel in the Gosnells area is being renovated, and it should attract quite a number of people to that area in the near future. There are also three banks.

Quite a considerable amount of teenage trouble is experienced and nurseries are continually being robbed. This applies not only to the nurseries in Gosnells, but also to those in Canning Vale. There is one particular nursery in Canning Vale that is robbed every now and again; and it is very noticeable that the plants which are stolen are of the best type. In Gosnells there are some large nurseries, and the people there are very concerned at the number of thefts of plants.

Even though the Minister has stated that Gosnells is not on the list of proposed police stations at the moment, I hope he will give further consideration to the matter as Crown land is available right in the heart of Gosnells—land that has been set aside for the establishment of a police

station. Opposite this area the local authority is erecting a large community hall and a library, and there will eventually be a civic centre.

I now wish to refer to railway crossing lights. I have written to the Railways Department in regard to the dangerous crossing in Gosnells at Verna Street. I know the Railways Department forms only part of the crossing lights committee; and the Secretary for Railways has advised me this particular crossing has not been considered with a view to equipping it with crossing lights. But because of the information I have given him he will be quite prepared to have the matter investigated.

Some of the points I put up to him were that a hall has been built in Gosnells adjacent to this crossing, and it is necessary for anybody wishing to go to the hall to go over the crossing. The hall is the local St. John Ambulance hall, and the ambulance there being the only one in the area it is used quite frequently by those involved in accidents or those who are taken ill. Therefore this crossing is a major one so far as vehicular traffic is concerned, because apart from this it leads to the nursery.

Recently I had occasion to go to the ambulance hall for a meeting; and as I stopped at this crossing another car went past me just as a diesel was coming. The diesel blew its whistle but the car had its windows all closed—and incidentally it contained several children—and was only just missed by the diesel, thus avoiding what would have otherwise been a very nasty accident. I would like the Minister to study this situation. It is, as I have said, being investigated by the Secretary for Railways and he hopes to be able to give me some information relating to it very shortly.

Another matter with which I would like to deal very briefly is a most important one. Members may recall that last year I endeavoured to have a motion passed in this House authorising the appointment of a Select Committee to investigate the activities of unethical high-pressure salesmen. I have asked a question of the Minister for Police in regard to this matter and he stated that it is being investigated by the police.

Recently, however, there was another outbreak of this type of book selling in Western Australia and it has been increasing. Numerous people have approached me, in view of the fact that I introduced that motion last year, and told me of instances where they had been annoyed by these people. Shortly after introducing the matter last year I received a phone call from a person in my area stating that he had some business he would like to discuss with me. He indicated that he was one of my electors. Naturally I did not ask him the type of business he had in mind

but arranged for him to see me. As soon as he arrived that night, I took him into the lounge and shortly the books were all over the room and he gave me a great story about them. He also produced a pamphlet with a number of names, including some doctors and lawyers.

I asked him what he wanted of me, and he replied that he would like to place my name on his list in order that it might contain a parliamentarian. If I had placed my name on the list, of course, he would be able to state that although I was opposed to these business methods the previous year, I had apparently changed my mind because my name was on the list.

While he was giving a discourse on the value of the books I had a look at some of the names on his list and tried to memorise them. Unfortunately I could not memorise too many because he took the list from me and said, "You are not interested in the books?" And I said, "No, not particularly."

The next day I looked up the names I could remember in the phone book and discovered that none of those on his list were in the phone book. Therefore we can see the type of thing these people are doing. They are definitely on the move again.

I might mention that last year, shortly after my speech, I received a letter from a person in the Eastern States advising me that I did not know what I was talking about. I could have contradicted him but I did not answer the letter. However, he subsequently arrived in Western Australia and came to see me. He told me that he was unemployed now and I asked him why. He replied that he was fully in accord with what I had said last year.

Incidentally, members might be interested to know that the retail price of a set of 24 volumes of these books is £260, yet the landed cost in Australia of the same books is £48.

The SPEAKER (Mr. Hearman): The honourable member has about four minutes remaining.

Mr. D. MAY: Thank you, Mr. Speaker. I would like to bring to the Minister's attention the fact that there is an outbreak of this type of pressure selling at the moment; and with the recent murder and the alarm which followed it, people are very reluctant to answer the front door. However, these salesmen are very persevering; and therefore, in conjunction with their normal duties, the police should look into this matter.

Several housewives have contacted me and are willing to give me a lot of facts in connection with this matter; but until I receive something definite from the Police Department I will not go any further with it.

In conclusion, I would like to say that I may appear to have been a little unjust in some of my comments, but I do believe that something must be done in my area to assist the people in connection with small industries, schooling, housing, and unemployment. The unemployment situation is very bad. I am continually at the Victoria Park employment bureau endeavouring to obtain work for people. It is very difficult to accommodate people once they have reached between the ages of 42 and 45; and, naturally, by the time they have reached that age they have quite a number of dependants in their families.

I feel these matters should receive careful consideration from the Government; and I hope that this time next year, when I am talking on the Address-in-Reply, instead of criticising the Ministers as I have today, I will be in a position to speak favourably.

MR. HALL (Albany) [4.21 p.m.]: I agree with members who have spoken previously that there was very little in His Excellency's Speech in connection with this Government's policy and its great leap forward that had not already received great publicity in the newspapers on many occasions.

One of the items which interested me in His Excellency's Speech was that of fishing fleets. It rather surprised me to learn that the places which are to receive the benefit of the work in hand are Esperance, Bunbury, Fremantle, and Geraldton.

Mr. Norton: Was not Albany included?

Mr. HALL: No. I was just coming to that. I was staggered at the figures quoted by the member for Gascoyne concerning weights of fish. I did mention by way of interjection that a couple of whales must have been mixed up in the tonnages given! The weights, which I presume are in pounds, are as follows:—

	1958-59	1959-60	1960-61	1961-62
Fremantle	13,111,500	13,336,200	10,798,800	8,507,740
Geraldton	7,325,500	7,270,500	8,075,000	10,775,425
Albany	4,991,500	3,554,300	3,366,100	6,096,836
Shark Bay	1,887,300	3,290,500	3,051,700	3,188,684
Bunbury	1,078,400	1,031,400	953,800	1,655,470
Busselton				
Mandurah	770,500	834,000	1,170,700	1,088,401

The only place which did not receive any consideration for the harbouring of its shipping fleet is Albany, and it seems remarkable to me that Albany has not received its due recognition.

Mr. Norton: Carnarvon was left out, too.

Mr. HALL: I am pleased to hear that. These are the two most sound and economical propositions and they should be subsidised. I hope the investment elsewhere will show some return—which looks doubtful.

I wish to pay tribute to my predecessor, Mr. Len Hill, who is now deceased. He was very well known in this House and

also in another place. He was highly respected for his sagacity and for all that he did on behalf of the people of Albany. I will endeavour to expound his policies on behalf of the southern portion of the State. I pay tribute to Mr. Hill for his faithfulness to the electorate and I trust I can fulfil some of his wishes.

I would also like to pay a tribute to Mr. John Norman, who passed away about the same time. Both gentlemen gave extremely valuable service to the Albany electorate in all affairs, industrial and domestic. Mr. Norman was born in Albany and passed away at the age of 78 years. He was a true citizen, and many Governments know of the hard work that he did for the advancement of Albany and the people of Albany.

Yesterday I asked the Premier the following question:—

- (1) Has the W.A. Government been approached with reference to Albany being used as a submarine and naval base?
- (2) If so, can he advise the House when such approaches were made, and by whom?

Mr. Nalder, on behalf of Mr. Brand, replied:

- (1) and (2) Although this matter has been the subject of some general comment, no direct approach has been made.

We have heard it expounded in the Federal Parliament that Western Australia is lacking in defence; and we have also heard it said by the R.S.L. There have been many rumours concerning the suitability of Albany as a naval base. I would say, without fear of contradiction, that Frenchman's Bay, which has a depth of 70 ft. at its shallowest portion, would make an admirable submarine base.

Mr. Lewis: What is wrong with Baan-dee?

Mr. HALL: I am not interested in that. During the last state of hostilities the navy encountered re-fueling difficulties. Albany has natural attributes and could meet all requirements so far as fuel and lubricating oils are concerned. That has been proved by the development of Ampol and the erection of large oil tanks which were established during the last war.

Mr. Rowberry: What about amber oil?

Mr. HALL: They had plenty of that too, supplied by the Swan Brewery. We should hammer and push for this project, because it will provide protection for Western Australia and for Australia as a whole. With modern development and the availability of virgin land in the area for extensive building, costs would be reduced. There is also an abundance of

water, which has been proved by the fact that the whaling company in the area is operating on an economical basis.

The Minister for Works under the Hawke Labor Government, Mr. Tonkin, had the foresight to install a high tension main to provide electricity for industry, enabling expansion to take place on that part of the coast. The availability of electricity would be an advantage for a submarine base.

We know that surveys were carried out. It is well known to the Government. Activities cannot take place without someone knowing about them, and the Albany people have seen the surveys taking place. Survey pegs were left behind as an indication that survey teams had been operating. We should push forward with the project and make it a possibility, for the defence and protection not only of the State but of the Commonwealth as a whole.

Mr. Norton: Why not leap forward?

Mr. HALL: If we could leap forward with that project we would be doing well. Mr. Chaney took on a University student who took Mr. Chaney to task over the lack of defence in this State. It is lack of initiative on the part of the Commonwealth Government to face up to its responsibilities. We have heard a lot of ballyhoo that it has done something about the matter, but that is not true. The matter is being side-stepped on all occasions.

We are told that naval bases are outmoded. I would say that submarine bases are more in vogue today for providing complete protection than they have ever been before. Frenchman's Bay would be ideally suited as a base. There is an abundance of natural water, and fresh water, and a pipeline could be installed to enable submarines to take on fuel.

I now turn to the subject of road links. The other evening I mentioned the importance of the coast highway linking Esperance with the Eyre Highway. This is important in connection with the question of defence. To have good mobility we have to have good road links, in order to transfer our forces—which I am led to believe we have, and I trust that we have—from one place to another.

It should be possible to transfer these forces from the Eastern States in a matter of a few hours. The only way we can do that is by completing the coast highway to link it with the Eyre Highway, and by pushing ahead with improving the worst patches of the road, and extending the highway to its maximum capacity. We would then be more justified in speaking about the mobility and the transfer of our forces from one point to another. Another link road is one from the main Albany Highway to Elleker Siding. There is already a substantial road, which could be extended into the foreshore road.

Here I should like to pay a tribute to the former Minister for Works (Mr. Tonkin) who sanctioned the work. The present Government came into power and followed it forward. It will mean a substantial improvement in the traffic flow from Denmark, Torbay, and those places through to the foreshore road, and will mean that traffic will not have to go through the town itself. That should be avoided wherever possible.

There is another link that needs opening up, and I believe the Commissioner of Main Roads is attempting to complete it before he retires, which I understand will be fairly soon. I refer to the link between Ongerup and Esperance which would give us another route to link up with the road to the Eastern States. It would come through the Gordon Pass, round through the Stirling Ranges and Hanrahan Road into Albany. I want to stress the point here that I am endeavouring to channel the vehicles bringing our produce from the primary-producing areas, which are developing rapidly, away from the town itself. That must be done wherever possible.

If these thoughts are adopted—and I would state here that they are not all my thoughts but the thoughts of those who have a lot of time to think about the problem, and advance those thoughts as a theory—and we could then sift the chaff from the grain, we would be able to divert the heavy traffic from the centre of the town, which is expanding so quickly. If we were to take a traffic census we would find that owing to the large increase in the number of motor vehicles Albany is in much the same position as the metropolitan area—there is no room for heavy transport to be taken through the centre of the town.

The routes I am suggesting will divert this heavy traffic from the centre of the town. That traffic has been using York Street until quite recently, and everything possible should be done to divert it. The widening of Hanrahan Road is also necessary. That road must be widened as soon as possible because it links the town with the roads coming through the Gordon Pass from places like Chillicup, Jerramungup, Ongerup, and so on. Hanrahan Road is taxed to capacity. It also affects the Albany super works, which has been expanded, not quite to capacity, but it has limitations as to the area it will serve.

Work on the foreshore road is perhaps the most controversial. The proposal was placed before the previous Government and this Government; it has been looked at; it has been sidetracked; and it has been put away. However, there is no doubt that work on the foreshore road is absolutely essential to the development of Albany's industrial future.

Now that the Minister for Industrial Development is in his seat he will be able to listen to what I have to say about the

foreshore road. If reclamation work were done there it would give him industrial sites—cheap land for the establishment of industries adjacent to the harbour, and close to the railway line and other roads which could feed traffic into that area.

Mr. H. May: You will get him down there next week.

Mr. HALL: If reclamation were done, cheap industrial sites would become available. Also the area could be taken away from the control of the Albany Harbour Board, which is somewhat reluctant to push forward with its expansion, and placed in the hands of the Government. In that way money would be ploughed back into development work and the harbour board would be relieved of the burden. I do not want to interfere with the harbour board; but if this reclamation work were carried out, cheap industrial sites could be made available for lease or sale. In that way we would get financial assistance made available further to develop the area for industrial purposes.

Another point I would like to raise concerns fatalities or accidents with boats. I am not referring to the fatalities that we have had recently with fishing boats, because I think they are controlled by regulations and by the Act, and those regulations are effectively policed, or they should be. I think the Harbour and Light Department would be watching that aspect of the matter very closely. I refer, however, to the fatalities that occur with small boats, usually around the festive season. Every Easter or Christmas we hear of one or two fatalities in which small boats are involved. Usually the trouble is caused by the ignorance of the person using the boat. Very often the person in control of it knows nothing about the boat and has an outboard motor that weighs as much as four times the weight of the little craft on the back.

Some of these fibre glass boats, and other types of boats, are not suitable and are not built to carry heavy motors on the back. As a result tragedies occur. I find on looking through the regulations that they are sufficiently wide to enable the authorities to have control or supervision over the building of these small craft, the weight of the motors they can carry, the safety devices that must be used, the provision of air tanks fore and aft, and also instructions in the handling of boats.

However, I do not think there is enough supervision of these matters, because every holiday we have a boating tragedy. Most of them are caused because the person handling the boat is absolutely ignorant of what he has to do. In many cases people in the boats cannot swim, and I think it is absolutely imperative that life belts be provided in these small craft. Also air tanks should be built into them and some instruction given in the handling

of these craft. I would liken the anchor of a boat to the brake of a motorcar; if a person does not know what to do and gets in a panic he is just as likely to throw himself overboard instead of the anchor, and over goes the boat.

If some instructions were given, either through the Press or some other channel, and we saved one life, that would more than pay for the money spent on the advertising. It is important that this issue be brought to the public's notice, and even if only one fatality is avoided, and one person's life is saved it will be worth while. People go away at Christmas with the festive spirit, perfectly relaxed and anxious to get away from the cares of domestic and business life. They are as happy as children at play and then tragedy strikes through somebody not knowing what to do, or through ignorance regarding the handling of the boat.

There was an article in the Press the other day which mentioned how popular boating is becoming. It states—

The W.A. public is fast becoming as boat-conscious as it is car-proud.

The Royal Showgrounds' McFarlane Pavilion, formerly the car pavilion at Royal Show time, is now stocked with boats.

Yachts, power boats, dinghies and equipment worth £500,000 are housed at the exhibition which closes on Saturday.

It is only three years since the boating boom came to W.A.

And now boating interests are staggering a show on lines similar to those of the well established motor industry.

It is time we woke up to the fact that we have some responsibility in this matter, and as we have regulations to control motorcars, the licensing of those cars, and so on, for the protection of the public, we should do something in regard to the ownership and handling of boats so that we can prevent loss of life.

I should now like to discuss the fishing industry. I briefly referred to this earlier in my speech, but I would like to bring to the notice of the Minister for Fisheries the development of oyster farming at Oyster Harbour, Albany. I have brought this to his notice before, and I have brought it to the notice of the Fisheries Department, but there seems to be a great deal of reluctance on the part of the department to find out whether it is possible to establish an industry of this nature. In 1947 oyster spawn was brought here from Japan by ship. Those responsible for it endeavoured to keep it alive by using wet bags and hosing it down every few hours.

However, by the time the oysters had reached Sydney and before they were even flown to Western Australia thousands of the spawn had died. In view of the long

distance over which they had to travel, it is easy to understand how this occurred at that time. Today, however, with the use of fast, modern aircraft, Australia is only a matter of hours away from the shores of Japan, and with the knowledge we have gained following the failure of the previous experiment, I find that we could transport the spawn of this Spanish oyster from Japan to Australia and have it in Albany under suitable conditions within a short time and without any great expense or inconvenience to the Government. In view of this, I think another attempt is well worth while. Western Australia lacks this commodity in both the canned and fresh varieties.

This is an industry which could be brought to the notice of the Fisheries Department for its further investigation. It is a profitable industry in New South Wales and in that State it is fostered and treated as a major industry. I fail to see why the cultivation of Spanish oysters could not be encouraged and developed in this State. When this first experiment was made the spawn was put into open crates. There was no attempt to test the temperature of the water, farm it, or clean the racks, and there is no doubt this close attention is needed if the industry is to be established here.

If brush fences were installed at Oyster Harbour there are many semi-retired persons in that locality who, I am sure, would be prepared to undertake such a task, because this part-time work would supplement their income. By properly policing and cleaning the racks on which the seaweed is laid the breeding of the Spanish oyster would, I am sure, prove to be successful. It is necessary to clean the racks continuously to keep out marauders such as starfish and mullet which feed on the oyster larvae. The brush fences I have referred to would give that protection to the oyster. Unfortunately these fences were never installed when the first experiment was made. Another essential factor is to ensure a fresh flow of water.

Assistance and advice could be given to these semi-retired people I have mentioned in whose area these oyster farms could be established and developed. This area, as I have said, is named Oyster Harbour and oysters are found there in abundance. Therefore, there is a great potential to establish and encourage the cultivation of the Spanish oyster. I point out that oysters are also found in the King and Kalgan Rivers. This industry is there for the taking, as it were, by the Government at very little cost.

Oyster Harbour has a shell-based bottom, which is essential for the development of oysters. If the oyster racks are properly installed, thoroughly cleaned and formed, and protection is given to the oyster larvae, the Spanish oyster spawn, transported by plane from Japan to Australia within a

period of six or seven weeks, could be established in this area and quickly developed.

I have discussed this proposal with Mr. Hunt, who is the proprietor of the fish-canning establishment in Albany. He has examined the oysters available at Oyster Harbour and he agrees that they are of a good size and type; but unfortunately they have attached to them a small worm which detracts from their value. Nevertheless, Mr. Hunt agrees that an oyster industry would have a great potential in the area. I did not ask him to tackle this proposition, because I thought it would be advisable to wait until such time as we have made suitable experiments on the breeding of oysters with the Government's assistance.

I appeal to the Chief Secretary to give this matter consideration and to make proper investigation of my suggestion, because it would not cost a great deal to correspond with the New South Wales Oyster Association and the authorities in Japan for the purpose of obtaining information with a view to giving this project a trial. As I have said, it would not cost the Government much money and would prove to be a great asset to the State if it were successful, which I feel sure it would be.

Mr. Ross Hutchinson: You would not consider resigning from Parliament to take this project over, would you?

Mr. HALL: If I retired from Parliament it would be a good sideline, but I am afraid it would soon grow into a full-time project.

I now wish to speak on tourism. As is known to members of the House, a party of parliamentary bowlers visited Tasmania earlier this year and all of us gained something from that visit. Everywhere one goes in Tasmania one hears a great deal about tourism. It seems to be the password and the life of Tasmania, and one can readily realise this when it is learnt that it is worth £7,000,000 to that State and is its second biggest industry. Wherever one went in Tasmania, the people expounded on the various beauty spots and the facilities that were available to the public.

When we set about tackling the question of tourism I do not think we really get down to it until we believe in it ourselves. We are merely aware that it is an industry. I know the Premier has tried hard on many occasions to instil within us the idea of tourism. There is no doubt it is something upon which we could go forward. If it is worth £7,000,000 a year to Tasmania, there is no reason why Western Australia cannot achieve the same results.

The electorate I represent has, in my opinion, the greatest number of beauty spots in this State. One could spend a fortnight there travelling around the various parts of Albany, and one would

not go anywhere near covering all the beauty spots that are available to the tourist. Around the metropolitan area tourists can make visits to the hills, and take advantage of the beauty spots along the river and in other places, but in the concentrated area of Albany we can match any portion of the State in beauty spots.

We should point out these facts to the public and the Government should develop the Albany area for the benefit of tourists in the same way that it has developed Rottnest. At Quarinup, the site of the old quarantine station, there is a large area upon which bowling greens could be established and provision made for other sports and recreation, and there is fishing in abundance. Portion of that area belongs to the Commonwealth Government, and apparently there is always the fear that if this area were developed the money spent would not be recovered.

I am sure the quarantine station will never be used for defence purposes or any other purpose in the future, but it could be used to develop tourism. There is a man operating there at the moment, but he has insufficient capital and cannot develop this site as it should be developed to attract tourists to it. Therefore, so far as he is concerned, the place is allowed to stagnate; and, in my opinion, the same applies to many other parts of the State.

The Quarinup area would be equal to Rottnest in tourist attraction if it were taken over by the Government for proper development. There is already a road leading to those parts and therefore a boat would not be required as it is to transport tourists to Rottnest. This, therefore, would lessen the cost of development to the Government.

There is proof that Albany is making rapid progress in the fact that a new hotel has now been built, one is under construction, and an application has been submitted for the erection of another. Resulting from this, practically overnight Albany will enjoy the benefit of four new hotels; and this, of course, must prove of advantage to the tourist industry. I would also mention that another new hotel has been built not far distant at Middleton Beach. All this development shows that the people of Albany have confidence in the future of their town as a tourist centre.

I believe that the Government should encourage other centres to develop in a similar way, in no matter what corner of the State they are situated, so long as they have some tourist attraction. In referring to other parts of the State I would like to mention that Denmark has also much to offer the tourist. No doubt the member for Stirling will be able to expound on the attractions of that centre before the debate on the Address-in-Reply is concluded, and therefore I do not wish to steal his thunder by referring to it further this evening. I would merely

mention that that is a spot only 30 miles from Albany, and one could spend a week there and not see the same attraction twice.

There is another matter I wish to bring to the attention of the Chief Secretary. It would seem that I cannot get away from him. I refer to the question which I asked of him in his capacity as Minister for Health, and which reads as follows:—

As the Albany Regional Hospital was originally designed to have a 250 bed maximum capacity, is it intended to enlarge the existing bed capacity, and if so, when?

The Minister's reply was as follows:—

The hospital was designed for a maximum of 200 beds and now provides for 100 general and 27 maternity beds. The latest figures show an occupancy of 82 beds. It is therefore not proposed to consider any additions until such time as they are required and then only in the light of priorities and available finance.

I appreciate that a large project having just been completed—which was started by the Labor Government, and opened by the Liberal-Country Party Government—I cannot expect to have finance made available at this juncture. But I would like to make reference to an article which appeared in *The Albany Advertiser*. It reads as follows:—

Hospital is Busy.

The Albany Regional Hospital is going through its busiest period since it was opened in March, 1961, managing secretary E. Heath said yesterday.

On June 10 there were 90 patients and during June the number has consistently been more than 80.

Mr. Heath could not attribute the increase to any particular reason apart from normal winter ailments.

"There has just been a steady increase ever since I have been here," he said.

At present the men's and women's wards of the hospital are full.

The overflow of women patients is being accommodated in the children's ward.

However, Mr. Heath said this caused no problems as the wards are adaptable for one use or another.

That is proof positive that the medical needs of the particular area of Albany to which I have referred are not going to be fulfilled.

When we consider the present bed capacity of the hospital, we must also take cognisance of the development of that area. I would warn the Chief Secretary that the area in question is opening up by leaps and bounds. Great numbers of settlers are coming in from the Eastern

States, and from other parts of the world—from countries which have been hostile towards them. These people have taken up land for purposes of development, and they propose to settle there. So it will be appreciated just what population this hospital will have to serve in that area. It is aptly named the Albany Regional Hospital, and its facilities will be taxed to capacity.

I also ask the Chief Secretary to consider the possibility of Albany being used as a training centre. The training of aids is very different from a general training under which girls are trained until they become fully-fledged nurses. I can say without fear of contradiction that some of the girls who have attended other training centres, after having experienced the modern facilities available at Albany, and the visits of specialists from the metropolitan area on certain occasions, feel they have learnt more in Albany in 12 months than they did in three years in Geraldton and other places.

We have here proof positive of the necessity to train girls under modern conditions; and to further extend their knowledge by bringing down specialists from the metropolitan area. They are being educated in modern hospital usage, and this is being done with a view to furthering their knowledge and training as nurses. The standard of training in Albany matches anything that is available outside the metropolitan area; and in some cases it is as good as the facilities within the metropolitan area. I would ask the Chief Secretary to keep those thoughts in mind, and not just listen to what the officers of his department have to say. What is being done in Albany is far in advance of the old style of nursing and training available in past years.

With modern medication we know that these girls must be trained in a modern atmosphere; and there is only one such place that can match the Royal Perth Hospital, and that is the Albany Regional Hospital. I would again ask the Chief Secretary to bear in mind the facts I have given him, and not allow himself to be hoodwinked by the officers of his department.

I would now like to refer to the question of the registration of chiropractors. I think it is generally known that amending legislation is to be brought down which will permit of uniformity of registration. From the reports and letters before me it is significant that we have failed very badly in this sphere. We do restrict the value of these people after making them justify their existence by training and passing their examinations. We all know that there are certain diabetics who have feet trouble, and we also know that the greatest care must be taken in the manipulative process of chiropody. What staggers me,

however, is that in spite of any qualifications that such chiropodists might have, they are not permitted to register in this State, without first passing further examinations.

When this state of affairs was brought to the notice of the Chief Secretaries a convention was held with a view to bringing chiropody into its true perspective, so that a diploma obtained in Western Australia would have as much force in other States as it does here. That is very important. I will not weary the House with the letters I have on this matter, but I would like to mention the case of one woman who was registered in almost every State of the Commonwealth, and yet she found that by not conforming to one part of our Act she could not register here. I thank the Chief Secretary for his tolerance in this matter. I know that he is pushing on with it, and I think his efforts are bearing fruit.

I now wish to touch on the matter of pensioners; and my remarks are now directed to the Minister for Police. The point I want to make is that there are concessional licenses granted for invalid pensioners who can make application through their shire councils or municipalities, which pass on the recommendation to the Minister for Police for approval or otherwise.

On many occasions we find two old people who might have a motorcar for their own use, to perhaps enable them to be conveyed to the hospital for treatment and the like; but although an invalid is allowed a concessional license; and although T.P.I. are allowed concessional licenses, the same privilege is not afforded geriatrics and elderly people who are not mobile; and who cannot get around with a view to supplementing their income.

If two aged people cannot supplement their income, I see no reason why they should not be permitted to make an application for an invalid pension, and then register their motorcar in the name of the invalid. What is the difference between an old-aged invalid, and a pensioner who cannot get around? There is no difference at all. The pensioner cannot supplement his income, and I see no just cause for his being deprived of the privileges granted to the old-aged invalid and the T.P.I.

The Act should be amended so that pensioners who have no other form of income, apart from their pension, can be given the rights and privileges afforded to invalid pensioners and T.P.I.'s. I mentioned this matter to the Minister last night, and I would ask him to have another look at it.

I am sorry the Deputy Premier is not in his seat, because what I have to say affects him as Minister for Agriculture. I refer to an editorial comment

which appeared in the *Albany Advertiser* on the 13th August under the heading of "Drift of Trade". The other evening I spoke on the effects of decentralisation and centralisation, and about the drawing away by the powers-that-be of the assets and products from the zones where they exist. Those zones should receive equitable treatment, and they should be permitted to process or develop the assets which are theirs.

If this policy were implemented, then many parts of the State, including the one I represent, would get their fair share of the benefit, and so be able to develop ports, harbours, commerce, and industries, with consequent benefit to all. With the establishment of ports and harbours, the primary products could be shipped through them.

The editorial points out the devastation which is taking place. It states—

The production of wool in the Albany port zone for the twelve months to the end of March, 1962, was approximately 150,000 bales. Of that somewhat over 42,000 bales was sold at auction in Albany. And of the wool sold in Albany, something over 24,000 bales was shipped from this port.

Out of a total of 150,000 bales produced in the zone only 42,000 bales were sold there, and of these only 24,000 bales were shipped from Albany.

If decentralisation is to become more than a pipe dream something will have to be done to improve the present situation. It is not beyond the bounds of possibility that Albany could lose its wool sales and its exports at the same time. Motivated by selfishness, vested interests are moving the primary products from the zone and are processing them elsewhere. The article continues—

The phenomenon of private selling on farms is more pronounced in the Great Southern than anywhere else in Australia.

The type and quality of the wool there is suitable for blending, because it contains the chemical properties which lend the wool to blending. A price of 50d. per lb. is paid to the grower, but after the wool has been reclassified and scoured, the wool firm gets 76d. per lb. in the overseas markets. It will be seen that the scouring industry in this State can be expanded by the establishment of facilities in country centres.

In slack times in the metropolitan area the scourers work 24 hours a day for five days; in a normal week, 24 hours a day for six days; and at maximum capacity, 24 hours a day for seven days. It is not equitable to rob the southern portion of the State of this equity in the treatment of wool, to the detriment of its ports, merely to enable the industry in the metropolitan area to work at maximum capacity.

Here is an opportunity for the establishment of works in country centres, and it is a matter we have to consider. I have already referred to traffic snarls and congestion of population in the metropolitan area, yet the Government seeks to put all the industries of this State in a nutshell. If that policy is continued we will destroy this State.

Decentralisation is a practical proposition and it must be implemented honestly. No good purpose will be served by trying to hoodwink the people and pretending that the products are being taken away from the zone of production only temporarily. I do not know how long the people of this State will tolerate that sort of thing. I am sure there will be a revolution in many parts of the State against the vested interests which are dictating present policy. No doubt the Deputy Premier knows what I am talking about.

I should also point out, regarding the establishment of scouring works and wool promotion in Albany, that the sheep population of the district is rapidly increasing and wool scouring can be established quite successfully there. With a little assistance from the Government we would get somewhere. The Hawke Labor Government took steps to overcome this difficulty. To get over the difficulty of freighting wool to the metropolitan area—the unexportable wool which has to be treated by a scouring process to eliminate burrs, and to be presented in the right character and form so that it is attractive to buyers—the Hawke Labor Government subsidised the freight to enable wool sales to be conducted in Albany. That was a very creditable step.

I maintain that at present a wool scouring industry can be established at Albany, because the sheep population is increasing and there are adequate port facilities to handle the wool. There are all the facilities available in the southern portion of the State, yet we find the drift to the metropolitan area.

The complementary industry to wool scouring is tanning. At present this industry has advanced into full production by treating the pelts from sheep and other animals, and converting them into footwear, handbags, etc. These industries will develop with the increase in the sheep population which, in the next ten years, will double or treble.

Another industry which the Minister for Industrial Development should attempt to establish is the segregation of mineral sands. I have already covered this ground on a previous occasion. With the establishment of Laporte in Bunbury, where there are mineral sands, and with the segregation and treatment of the chemicals that come by segregation, there would be an outlet for the by-products from the ilmenite sands. We should consider how many

more markets can be found, and try to use the capacity of the State to establish another industry in Western Australia for the segregation of the mineral sands, because we have the port and handling facilities in Albany. The markets are still stable, and that is confirmed by a newspaper article which appeared recently. It is as follows:—

Cargo of Sand.

Brisbane.—Seventeen thousand tons of mineral sand began pouring into the Swedish bulk carrier, *Hafnia*, at Hamilton Wharf, Brisbane, on July 1.

Loading rate commenced at about 150 tons an hour, but as teething troubles of the big carrier system were overcome, the rate generally rose to the maximum of 380 tons an hour.

After investigations by the Mines Department, the quality of the mineral sands at Albany has been found to be equal to any in Western Australia, without the need for upgrading. This is a significant feature—that no upgrading is necessary. Within 20 miles of Albany very good quality sands can be found, and these can be shipped, or an industry can be established to segregate the sands. I would ask the Minister for Industrial Development to bear in mind this suggestion.

One might ask why such an industry has not been developed. The question is simple, but the answer is not. We seem to run into a brick wall when we try to find out the reason. In an area where the sands are found, it is possible for business people to form a company and establish an industry to segregate the sands for export.

I have made several investigations into markets for sands and I know they do exist. However, the replies I receive to questions do not coincide with the investigations I have made. I ask the Government to let us know the true position. If Bunbury can sell mineral sands in segregated style, why not Albany, which has sands of the same quality?

Laporte will probably be taking all the sands at Bunbury for the extraction of ilmenite for the manufacture of titanium, and it should also use sands from Albany. That is another industry that could be brought into existence; we should get down to the facts and face up to this question. I have confidently expounded the fact that something could be done to establish two industries in the south-west, but the Minister for Industrial Development takes no notice. These two industries could be brought into production without any great cost to the Government. I refer to a wool scouring works and its complementary industry—a felt-mongering works and the treatment of pelts—and the establishment of mineral exporting by segregation to the countries that will purchase these sands.

The ACTING SPEAKER (Mr. Heal): The honourable member has another five minutes.

Mr. HALL: When I asked the Minister for Works for the Stileman report on water usage, he said it could not be located and, of course, he was correct. However, reference was made to Waychinicup and Two People Bay in 1956, and through the courtesy of the Minister I was able to see the file. The main reference on the file was to Two People Bay which seemed to have an abundance of water. Mr. Stileman had in mind on this occasion to feed the Great Southern as far as Narrogin with water, and he particularly stressed Katanning. His idea was to take water from Two People Bay and pump it into the Stirling Ranges where a reservoir would be established at the highest possible point of gravitation so as to supply the Great Southern area.

Of course today we know that that plan is obsolete. I realise that it has been discarded—whether justly or not, I do not know. However, I know that if sufficient water was fed through to the Great Southern, it would mean a great expansion in the area. The population of Albany in 1956 was about 5,500 to 6,000. However, it has now increased to 13,500 or 14,000. If the water at Waychinicup were fed to Two People Bay by an expansion of the reservoir existing at Two People Bay, the water could be supplied to the town by the provision of a standard pipeline; and this would provide for the population increase that must occur. The only thing that prevented the scheme from being put into operation in 1956 was the fact that insufficient finance was available, although it was an engineering possibility.

I think the present Minister, and the previous Minister (Mr. Tonkin), would agree that the means exist today whereby money can be obtained from the Commonwealth for water schemes. The provision of this money does not affect ordinary loans, and it is there to be availed of. I believe that with the pooling of the water at those two places and the provision of a standard pipeline, there would be sufficient water to more than meet the demands of Albany at the present time and enough to meet the town's requirements for many years to come.

There is also the other link to bring water from the Denmark River into Albany. Many migrants will be required to be absorbed into this State and the rest of Australia, but our capacity to do so will be governed by the amount of water that is available for domestic and industrial purposes. Because of this, the water at Waychinicup should be linked up with Two People Bay and the water from the Denmark River brought into operation at some future time. The Margaret River also links up, but we will have to conserve these

waters. Millions of acre feet per year are running into the sea. I cannot quote the actual figure, but I have seen it. This happens because no attempt at conservation is made upstream.

I would like to conclude on the note on which I started. After having heard His Excellency's Speech I find little in it that has not been put before the public on previous occasions. However, my two strong recommendations are that the private selling of wool should be investigated; and investigations should be made in the great southern with a view to establishing a scouring works and a fellmongering works in the Albany electorate. In addition, the development of an industry in relation to our mineral sands should be pursued to the maximum.

MR. FLETCHER (Fremantle) [5.22 p.m.]: I have my own reservations about a considerable part of the Speech by His Excellency the Lieutenant-Governor, as it was typical of the material that is usually presented to Parliament at this time. However, I would like to pay a tribute to the courageous man who read it, particularly in view of the fact that his health was poor at the time.

In regard to the Address-in-Reply, I will be as brief as possible since this is Thursday and we expect to rise around 6 p.m. I notice that the member for Bunbury has, on the subject of crayfishing, asked some significant questions relevant to the closing of the season. It has become apparent of late, owing possibly to climatic and other conditions, that the spawning season varies along our coast. As the Minister has stated that inquiries are being made by departmental officers, I would like consideration to be given to not having a blanket closed season and a blanket open season, but to declaring seasons open at certain times in certain localities during the crayfishing season.

I believe that to close all areas simultaneously is to the detriment of the industry. It has now been established that the crayfishing industry in the Bunbury area could be open during the spawning season; and I would suggest to the department that it give consideration to closing that season during the real spawning season and not on some mandatory date on the calendar. I believe the season on our coast could be conceivably open all the year; and if our objective is to get the maximum quantity of crayfish, without detriment to the industry—and this would advantage our export income—especially dollar income—it would be an advantage if the department gave consideration to closing the season—as I have suggested—in areas only where spawning is known to take place at a certain time and opening it for the maximum period at other times, and so, in fact, as I have said, retain a season throughout the year.

There is another brief reference I would like to make regarding the composition of the board. I do not want to be critical of it but its members cover a wide area from, say, Albany to north of the Abrolhos. When members are voting on a particular subject, their decision is influenced by conditions in their own particular locality and not on the conditions that prevail in the locality under discussion. These conditions might be entirely different and the decision which could be made could easily prove detrimental to the area under discussion, knowledge of which is very remote.

Therefore, I would suggest that the composition of the board should be taken into account in these matters so that rather than have someone from, say, Bunbury voting on a problem which affects Carnarvon, there should be a committee in existence in Carnarvon whose considered opinion on certain subjects should carry more weight than the opinion of the representative from a locality not affected. I submit that as a suggestion for the Minister's consideration.

I would also point out that there is an acute capital outlay made in the fishing industry on boats, craft, engines, and other ancillary equipment associated with the industry. Although the public is led to believe that the return received is colossal, it is not large when the ropes, pots, maintenance of craft, etc., are taken into account, particularly in view of the fact that the crayfishing season lasts for a limited time. During the off season the equipment is not being used.

Consequently I would suggest that an alternative activity should be established within the crayfishing industry. For example, the Japanese fish within 600 miles approximately north-west of Fremantle. If they can catch tuna in those waters I assume our people with their craft could do the same. I would admit that many of our people have smaller craft than would be required for tuna fishing.

Mr. Ross Hutchinson: They do need bigger craft.

Mr. FLETCHER: I know; but I am suggesting that there are craft in Fremantle which could be utilised for this purpose. Crews could band together on a co-operative basis and some arrangement could be made, surely. Most of these men are unoccupied when the crayfishing season is closed, and if some arrangements could be made, their equipment could be used to the advantage of the men themselves and the State.

I admit that the Japanese can catch tuna, whitebait, sardines, and other fish more economically than we can in view of the fact that their standard of living and their wages are lower than ours. Nevertheless the idea is worth an investigation.

All of us are aware—the information was contained in a Fisheries newsletter—that our people with their nets caught 17,000 lb. of sardines in one haul. If this is possible, it is obvious that they have only scratched the surface of this remarkable potential which exists around our coast. I have seen their nets laid out on the esplanade at Fremantle to dry and be repaired. I asked one of these men the cost of the nets and he told me that the cost is £1,500 each. That is a colossal outlay for a net which has a limited use.

Those men are at the moment catching the sardines for cray bait and for amateur fishermen. But the thought has occurred to me, after having read the Fisheries newsletter and other material, that it could be possible for us to follow the lead of other countries. Although it may sound strange, such things as fish sausages have been made and they are not unattractive. Others dry the fish and grind them to flour, the protein content of which is high. It would be a boon to the hungry millions to the north of us.

It is often assumed that we on this side of the House are unkindly disposed towards big business. I am not. I would like to see someone come into this country with the know-how and sufficient capital to develop an industry like this. I am not in favour of outside firms coming in and obtaining existing industries in a takeover, but this other idea does appeal to me. I believe the Italians at home are in this industry in a big way. They process all sorts of fish in Italy and export it throughout the world. As I have said, there is a colossal potential in this regard here.

Mr. Ross Hutchinson: Strangely enough, one of the principal things which prevents a lot of these projects being undertaken is the lucrative nature of the crayfishing industry itself.

Mr. FLETCHER: As I pointed out, the crayfishing industry only operates for part of the year. The Minister was pre-occupied a moment ago when I mentioned that the boats are used for only a limited period and they could be used to advantage in other ways.

Mr. Ross Hutchinson: I heard you, but what I said still applies.

Mr. FLETCHER: Another matter concerning the crayfishing industry is the road to the north, known as the Coast Road. I would like the appropriate Minister to hasten the completion of that road. It is now bituminised for some miles beyond the Moore River bridge, but I would like to see the completion of it hastened so that crays are not destroyed during the bumpy journey which they undergo at present. Further, it would make it easy for crayfishermen and others who travel on that road, because their life would be more tolerable if it were completed.

I have been talking about matters which concern the Minister for Fisheries. He also happens to be the Minister for Health, and I would now like to touch on a subject which concerns the latter portfolio. It is relevant to an article which appeared in *The West Australian* on the 4th July, 1963. As a matter of fact, it is a sub-leader referring to the recent increase doctors made in their charges. I do not necessarily want to speak in condemnation but I certainly want to speak on the subject. I will read the article and then make my comments. It is headed "Danger to Health Scheme" and is as follows:—

A surprising aspect of the 20 per cent. rise in doctors' fees is that there has been no attempt to correlate medical benefits. The doctors have helped themselves without notifying the benefit organisations. It is left to the organisations and the Commonwealth Government to lift the benefits some time later if they wish.

This shows an unsatisfactory lack of coordination between the Commonwealth, the funds and the doctors. Canberra has shown no sense of urgency in reviewing its own 6s. subsidy, which has been unchanged since it was introduced in 1953. Whether higher doctors' fees are justified or not, the patient is being called on to bridge too big a gap between fees and refunds. One should not rise without the other. The timing could easily be arranged by consultation, which is now lacking.

The health scheme itself is endangered by this. Unless the Commonwealth, the funds and the doctors get together to narrow the gap, the scheme may lose public confidence. They should remember that it depends on the contributions of people who seldom need a doctor. If the gap becomes too wide, —

This is the important part—

— or if the individual contributions become too high, many may consider that medical insurance is not worth while.

Not all doctors were involved in the agitation for an increase in their charges. I know many of them, and I know they are very fine people. I do not wish to detract from the splendid job they do for the community, or from the long hours which they work, or from the devoted service they give.

I am now getting on to a dangerous subject. I believe they are entitled to the remuneration they receive in the form of penalty rates; for the hours they work beyond a normal working day. I maintain the charges, as they existed, were sufficient to reimburse them sufficiently; and, furthermore, there is a principle involved: they have increased their charges without there being an appeal to any authority.

The Press, to my satisfaction, has on this occasion taken a good line in the comment I have just read. Members may know that doctors' incomes have become an embarrassment to them from the point of view of taxation. In consequence of this doctors are now investing, as Country Party members are well aware, in the pastoral industry.

Mr. I. W. Manning: You cannot prove that they are.

Mr. FLETCHER: I have only a limited time at my disposal. I can prove it, but I hope the honourable member will not get me going on that theme. I know the areas in which they are investing, and I could mention names, too. Why would doctors invest their money in primary industry if they were not embarrassed by income? The honourable member knows that concessions are made in connection with moneys invested in primary industry. The doctors make no secret of the fact; they have discussed it with me, one in particular quite frankly.

Mr. Ross Hutchinson: Some members of Parliament invest in primary industry.

Mr. FLETCHER: That is so. There is no justification for the increase in doctors' charges in view of the fact that they have money to spare to invest in this manner for the purpose of income tax evasion. Members of the public submit doctors' receipts, and they now get less return for those receipts. My criticism lies above all in the fact that there has been no recourse to any arbitration tribunal. The public have just had to pay. As I said yesterday, the price of bread can go up, doctors' fees can go up, but wages cannot go up without recourse to arbitration. If it is good enough for one it should be good enough for all. Price controls apply only to wages and salaries.

My criticism is directed to a system which permits certain sections of the community to charge whatever they like for services rendered. In contradistinction to that situation, the trade unionist is hedged about and fenced in—and so are association members—by arbitration boards and tribunals. Let them deviate from an industrial point of law and they are jumped on; they are pressurised, intimidated, induced, traduced, and, legally, seduced into subservience and acceptance of a wage which society, through the medium of the courts, condescends to bestow on them.

The subject of the Fremantle railway bridge has been very capably dealt with by the Deputy Leader of the Opposition, in collaboration, of course, with myself.

Mr. Court: He won't like that!

Mr. FLETCHER: When I asked a question in the House, I made it known to the Deputy Leader of the Opposition, and I admit quite frankly that I could have written the letter which I have here.

Mr. Ross Hutchinson: He just fired the bullets.

Mr. FLETCHER: No; he did not. I am doing that now. It was a joint effort, and the criticism was justified. I wish to be brief on the subject. I have a ton of material. The letter which I have here sums up the situation. It appeared in *The West Australian* on Saturday, the 22nd June, 1963. It was written by the Deputy Leader of the Opposition and is headed, "New Railway Bridge at Fremantle." It reads—

On September 19 last year Railways Minister Court, in reply to Mr. H. Fletcher, M.L.A.—

That is where I came into it. To continue—

—informed the Legislative Assembly that the original date for completion of the new railway bridge at Fremantle was March 1, 1963, and it was then expected that the contract would be completed on April 30, 1963.

Mr. Court gave as the cause for the delay the fact that foundation conditions were found to be difficult, involving the driving of piles to a greater depth than could have been anticipated from the bore-hole information.

On June 12 a spokesman for the company erecting the girders was reported to have said that the work was only two days behind schedule and was expected to be finished in about six weeks.

If this expectation is realised, the completion of the bridge will be exactly five months behind schedule according to the information supplied to Parliament.

The position needs to be explained. Was the contract revised; and, if so, when and at what additional expense to the Government, and why?

I subsequently asked the following question of the Minister—

Is he aware—

(1) (a) that in reply to a query of mine on the 19th September, 1962, regarding the completion of the Fremantle rail bridge, the completion date was amended from the 1st March, 1963, to the 30th April, 1963;

(b) that in the *Daily News* of the 11th July, 1963, a spokesman for the builder stated—"we will finish by the end of the month (July) or early next month."—three months later than the previously amended date;

(c) that *The West Australian* of the 4th July, 1963, reports the contractor as being placed under Official Management by his creditors?

(2) In view of the deferred date of completion, is the contractor or the taxpayer meeting the increased cost, if any?

This was important to me and to the taxpayers. To continue—

(3) Will he take this and other projects out of the hands of expensive private enterprise and place the work in the capable hands of the P.W.D. and other Government departments?

The Minister was as frank in his reply. He said as follows:—

(1) (a) (b) and (c) Yes.

(2) The Government will pay the contractor what is due to him under the terms of the contract.

(3) Government policy is to undertake works of this nature by contract—a system which has been found generally satisfactory.

Members will note the small qualification: "Generally satisfactory". We know it has not. We know that the contractor responsible for the construction is in financial difficulties. I am not gloating over that, but I merely mention that we know he is in financial difficulties.

Mr. H. May: Aren't we all?

Mr. FLETCHER: I read now from *The West Australian* of the 4th July, 1963, a portion of which impinges on my question. It says—

There are contingent liabilities of £24,003, which includes a performance bond of £11,500 for the completion of the Fremantle railway bridge. Gammon (Malaya) 1959 Ltd. is entitled to a share of the gross profit on the bridge contract. At this stage the amount is unknown.

Of course, it is not known whether there will be any profit. I assume that the contingent liabilities, which includes a performance bond of £11,500 for the completion of the project, alludes to a penalty clause in regard to the likelihood of the bridge being finished later than was anticipated. It is later, and I am wondering what has happened to that £11,500. I have no doubt it has been absorbed in the extra work that has been given to the contractor to assist him.

We on this side are often accused of having used Government labour for certain works; we are told that we are socialists who want to exclude private enterprise entirely. We cannot be blamed if we are critical of inefficient private enterprise when we know of the work that has been done by the Public Works Department. I know from my experience prior to coming to this House of the construction work that was done by Government departments. It was on a huge scale.

I have seen underwater work carried out by Government departments on a far larger scale than that done by private

enterprise in this State. The efficiency of those Government employees was demonstrated in the underwater work done at the South Fremantle power station and in the coal pit, where the men were working underneath the water. It was done at a reasonable price by a Labor Government.

I am critical of contracts that allow private enterprise to fall down on the job; and I have a shrewd suspicion that the taxpayer is meeting the difference.

Mr. Court: The taxpayer is not meeting the difference. We are getting a cheap bridge.

Mr. FLETCHER: The Minister can read my speech later on. I am now going to indulge in a little bit of "I told you so."

Mr. Court: Is this a new game?

Mr. FLETCHER: I wish to refer to the time when I first arrived in this House and asked certain questions. I would remind the Minister that he could learn a little by listening. I am still listening and learning and will continue to learn. I am not an authority on all subjects.

Mr. I. W. Manning: You have your Deputy Leader to help you.

Mr. FLETCHER: That is all right; I do not need him.

The SPEAKER (Mr. Hearman): Order! Mr. FLETCHER: On page 3215 of *Hansard* No. 3, 1959, I asked the Minister for Works the following questions:—

- (1) Does he recall a deputation introduced by me on the 10th September, 1959, which expressed opposition to the proposed site for the new Fremantle railway bridge?
- (2) Does he recall assuring the deputation leader on that date that he would reply in writing to points raised?
- (3) Does he recall my letter of the 27th October, 1959, requesting the promised detailed reply for presentation to North Fremantle ratepayers, who had sponsored the deputation?

North Fremantle was then in my electorate, but it is now in the electorate of the Chief Secretary. The question continued:—

- (4) As the local authority has again requested me to obtain a reply, will he kindly oblige?

The Minister replied as follows:—

- (1) to (4) Yes. The points referred to in the deputation had not been finalised as a decision had to be made by Cabinet in regard to resump-tions. This was made on the 9th November, and the necessary information is in course of preparation and will be forwarded by today's mail.

It was with reference to the acquisition of land, and I want to show the preferential treatment shown to this contractor, and the scabby treatment shown by this

Government to people who resided in that area. There were people there who were as old as I am, or even older, and who had either a total equity in their humble homes or, at any rate, a large equity in them. They were at an age where they were approaching retirement—not that I am suggesting I am—but the Minister for Works merely gave them the departmental valuation plus 10 per cent. for their properties. Yet in the deputation we asked for replacement value.

How would members here who have an equity in their homes, either totally or in part, and who are approaching the age of retirement, care to receive a paltry £1,250, £1,300 or £1,500? We were justified in asking for replacement value as these people were being turfed out of their houses. Alternative, comparable accommodation should have been made available to them in another suburb, or in another area. But no, they were turfed out of their homes and forced to incur debts; because nobody can buy a house for £1,500 or £1,250, which was what some of them received.

Why should they be turfed out and forced to incur a debt at that time of life, when they are approaching retiring age? Why should they have to incur a debt of up to £1,000, and some of them more than that, to acquire comparable living space? For such houses they would have to pay anything up to £3,000. I think it was grossly unfair, and I still do.

Let us contrast that with what happened when the Labor Government was in office. I shall quote a case and give the name of the man concerned. It was Tom Williams, an employee of the South Fremantle power station. He had built a new home and had not even occupied it when the electricity undertaking acquired it for an extension of the department's works. A new house was built for Mr. Williams and even trees and shrubs, and other articles in the yard were provided to replace those that had been in the garden of his other house.

If the Labor Government can do that sort of thing, why cannot this Government do the same? Why did it not adopt that policy as regards the people in North Fremantle who were displaced? On that score the Minister is worthy of condemnation. On the same day that I asked the previous question I have quoted I asked a further question of the Minister for Railways as follows:—

- (1) What is the nature of the strata encountered by boring at the proposed site for the Fremantle railway bridge?
- (2) Was a strata located suitable for foundations for this bridge, and at what depth?
- (3) Is it correct that a large volume of water was struck at a comparatively shallow depth near the south shore?

- (4) If so, will this present any serious difficulty to the establishment of a suitable foundation for the bridge supports?

That was in relation to the trouble in which the contractor now finds himself involved. The Minister replied to my questions as follows:—

- (1) Fissured limestone banded with clay, sand and clayey silts were encountered at varying depths in the several bores put down.
- (2) Particulars of the strata encountered have been given to the consulting engineers, who will design the foundations, for consideration and advice.
- (3) A comparatively small flow of water was found at 230 feet in one bore on the south shore.
- (4) No.

I asked a further question relative to the same matter and it appears on page 3749 of the same *Hansard*. The date was the 27th November and the question reads as follows:—

Is he competent to anticipate that no serious difficulty will be encountered in the matter of foundations for the proposed new railway bridge when he indicated in answer to a question on the 18th November, that he has not yet received the report of the consulting engineers on the subject?

The Minister for Railways replied as follows:—

Not being an engineer myself, I rely on the advice of railway technical officers who consider no serious foundation difficulties exist.

There he was in the process of hiding behind what he calls his technical advisers. The Government wanted the bridge to be placed in that position and so its policy was imposed on the unfortunate technical advisers who, I suppose, will now have to take the blame for it.

The Minister gave me a very comprehensive reply to a subsequent question I asked on Tuesday, the 13th August, 1963. I asked the Minister for Railways the following question:—

- (1) Will he clarify his previous answer by stating whether or not the contractor's original quoted price for construction of the Fremantle railway bridge has been exceeded?
- (2) If so, to what extent?
- (3) Is the Treasury meeting any part of the difference?

I tried to pin the Minister down. I thank him for this wordy reply typed on a sheet of foolscap, but it is so padded that I cannot find the truth in it.

Mr. Court: Fair go!

Mr. FLETCHER: I asked the Minister specific questions, but his answer is so clouded with all sorts of thoughts ex-

pressed, which were completely off the track, that I cannot find that which I was seeking. I would say that the Minister is a very elusive type; he just cannot be pinned down.

Mr. Court: I will not answer your questions in such detail again. I asked the under-secretary to write them in fourth—standard language so that I could understand it as well as you.

Mr. FLETCHER: That is better.

Mr. Court: I thought the answer was very fair and very frank.

Mr. FLETCHER: I find that parliamentary questions are of little value for critical analysis. On occasions, particularly such as this when we are debating the Address-in-Reply motion, the answers to questions are ambiguous and padded with extraneous data. That is my criticism of that reply: It is padded with extraneous data! It is either that or the answer is just a bare, "Yes" or "No". The answer is abbreviated to such an extent that one cannot get the truth. Is not the question simple enough—

Is the Treasury meeting any part of the difference?

I still cannot get my answer.

Mr. D. May: You should have seen the answer I got.

Mr. Court: You try to write that answer in more simple language.

Mr. FLETCHER: In the short time available to me I would briefly refer to the subject of—when I find my material—

Mr. Ross Hutchinson: You wait until you are a Minister and you have to give answers to questions!

Mr. FLETCHER: I will make use of the material I have here at a later date. It deals with an important subject and I will not delay the House any further. I will speak on the subject of credit unions and allied subjects at a later date and demonstrate to the Minister who just referred to fourth—standard language that I am capable of encroaching on his preserves by speaking on the subject of elementary economics.

MR. W. HEGNEY (Mt. Hawthorn) [5.53 p.m.]: I move—

That the House do now adjourn.

The SPEAKER (Mr. Hearman): Order! I think the honourable member had better move for the debate to be adjourned!

Mr. W. HEGNEY: I move—

That the debate be adjourned.

Question put and passed.

House adjourned at 5.55 p.m.