

# Legislative Assembly

Thursday, the 10th August, 1967

The SPEAKER (Mr. Hearman) took the Chair at 2.15 p.m., and read prayers.

## QUESTIONS (25): ON NOTICE TAXIS

*P. J. Newman: Applications to Taxi Control Board*

1. Mr. GRAHAM asked the Minister for Transport:

Will he lay on the Table of the House or make available for perusal all papers in connection with any applications made by Patrick John Newman to the Taxi Control Board for approval to own and operate a taxi car?

Mr. O'CONNOR replied:

Yes.

*The papers were tabled.*

2. *This question was postponed.*

## LAND RESUMPTIONS

*Widening of Great Eastern Highway: Compensation*

3. Mr. TONKIN asked the Minister for Works:

(1) In connection with certain blocks of land on Great Eastern Highway, shown on plan 1638, folios 165 and 107, in connection with which a building was required to be set back 91 feet from the highway boundary and high watermark, was a claim for compensation made and paid?

(2) If "Yes," what was the sum involved and which department provided the funds?

(3) Did the compensation procedure which was followed in this instance differ from normal procedure which is followed when part of privately-owned land is required for road widening?

(4) If "Yes," will he explain?

Mr. ROSS HUTCHINSON replied:

(1) Yes.

(2) \$36,000. Funds were provided by the Main Roads Department.

(3) No. Much of the land required for widening of roads designated in the metropolitan region scheme is acquired by the metropolitan Region Planning Authority by negotiated purchase. In this instance it was done in conjunction with the Main Roads Department.

(4) Answered by (3).

## MOTOR VEHICLES

*Unlawful Possession: Charges*

4. Mr. DUNN asked the Minister for Police:

(1) Can he advise the number of successful charges for unlawful possession of motor vehicles for the years ended the 30th June, 1963, 1964, 1965, 1966, and 1967?

(2) Can he also advise for each of those years the number or percentage attributable to—

(a) persons between the ages of 12 and 18 years;

(b) persons over the age of 18 years?

Mr. CRAIG replied:

(1) (a) Unlawful possession—Nil.

(b) Unauthorised use—

1963-64— 675.

1964-65— 770.

1965-66— 788.

1966-67—1,036.

(2)

	Juveniles (under 18) per cent.	Adults (18 & over) per cent.
1963-64	63.8	36.2
1964-65	69.0	31.0
1965-66	73.6	26.4
1966-67	76.6	23.4

## EXMOUTH SCHOOL

*Free Milk Supply*

5. Mr. NORTON asked the Minister for Education:

(1) Are the children attending the Exmouth State School being supplied with free milk?

(2) If "No," what is the reason when there is a regular freezer truck service to the town?

Mr. LEWIS replied:

(1) and (2) Yes. The regular supply is with tinned evaporated milk, but a trial sample of pasteurised milk was forwarded to the school by Masters' Dairy and arrived in Exmouth yesterday.

## OIL

*Off-shore Deposits: Development with Japanese Labour*

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

(1) Did he see in *The West Australian*, Tuesday, the 8th August, a report from Tokyo that The Japan Petroleum Exploration Company hoped to sign a contract soon with Ampol Exploration Ltd. for the joint development of offshore oil deposits off northeastern Australia?

(2) Has he any knowledge of the same or similar arrangements likely to

be made for working oil drilling rigs off Western Australia?

- (3) Does he realize that the concern of a number of A.W.U. members at Port Hedland arises from the threat to their employment and working conditions which the use of Japanese labour portends?
- (4) Is it intended that employers of Japanese on drilling rigs or in any other class of work will be relieved of certain statutory obligations relating to the employment of labour which ordinarily have general application?

Mr. COURT replied:

- (1) Yes.
- (2) No.
- (3) This is an assertion not supported by fact.
- (4) Not to my knowledge.

### ELECTRICITY SUPPLIES

*Undertakings in the North: Takeover by S.E.C.*

7. Mr. BICKERTON asked the Minister for Electricity:
  - (1) Can he advise when the S.E.C. is to become a State electricity authority in the real sense and take over the running of power supplies in the northern half of Western Australia?
  - (2) If this is not to take place in the near future, why not?

Mr. NALDER replied:

- (1) and (2) The State Electricity Commission will consider taking over the electricity undertakings in the northern half of the State individually as and when it can run each undertaking more effectively than the local authority, and with due regard to the best use of the limited loan-raising capacity available to the State Electricity Commission and the local authorities. In the meantime it acts as consultant to the local undertakings in their technical and other problems.

### ROADS

*Kambalda-Boulder: Bituminising*

8. Mr. MOIR asked the Minister for Works:
  - (1) Has his attention been drawn to letters appearing in the *Kalgoorlie Miner* newspaper on the 29th July and the 2nd August last in which mothers, owing to the state of the Kambalda-Boulder road, have expressed their fears for the safety of their children who travel in the school bus?
  - (2) Is he aware that owing to the conditions prevailing on the road

in wet weather and in dry weather, travel is extremely dangerous?

- (3) As there is a large volume of traffic on this road both for the requirements of the mining operations and a large number of visitors, will he endeavour to treat the provision of a sealed road as urgent?

Mr. ROSS HUTCHINSON replied:

- (1) to (3) I am aware that the condition of the section of the Kambalda-Boulder road between Boulder and Wollubar has deteriorated under heavy traffic. The Main Roads Department has firm proposals in hand to upgrade this section of the road. The work will be commenced in the near future and it is expected that a considerable improvement to the road will be effected in the next few months.

*Eyre Highway: Bituminising*

9. Mr. MOIR asked the Minister for Works:
  - (1) What distance is now sealed on the Eyre Highway?
  - (2) What is the length of highway which remains to be completed?
  - (3) When is it expected that this will be done?
  - (4) What is the width of the sealing throughout the highway?

Mr. ROSS HUTCHINSON replied:

- (1) The black top is at 289.55 miles.
- (2) 165 miles.
- (3) By December, 1969.
- (4) 20 feet.

*Coolgardie-Esperance Highway: Widening*

10. Mr. MOIR asked the Minister for Works:
  - (1) Has the Main Roads Department planned for the widening of the sealed surface on the Coolgardie-Esperance highway?
  - (2) Is he aware that due to the large volume of traffic on this road a dangerous situation arises in wet weather when oncoming vehicles have partly to leave the sealed surface?

Mr. ROSS HUTCHINSON replied:

- (1) Because of the demands on the department's funds for more urgent works, it has not been possible to programme the widening of the sealed surface of the Coolgardie-Esperance road. However, considerable work has been carried out on the widening of many sections where crests and curves were considered to present some difficulty to traffic.

Further funds have been provided in the 1967-68 programme for the reconstruction and widening of several crests and curves just north of Scaddan.

- (2) Some funds have been provided for the gravelling of the shoulders of this road between Coolgardie and Norseman. This will strengthen the shoulders for vehicles which have to move off the sealed surface when passing other traffic.

#### AGRICULTURAL HIGH SCHOOL AT ESPERANCE

##### *Site and Commencement*

11. Mr. MOIR asked the Minister for Education:

- (1) What area of land has been set aside in the Esperance area for an agricultural high school or college?
- (2) Where is this situated?
- (3) When can it be expected that the building of this facility will be commenced?

Mr. LEWIS replied:

- (1) and (2) Neridup location 233 of 1,830 acres situated approximately 17 miles north-east of Esperance has been vested in the Minister for Education and reserved for the establishment of an agricultural school. The Lands Department has been asked to add Neridup location 236 of approximately 200 acres to this reserve.
- (3) A local committee is at present developing the land with assistance from the Education Department in readiness for the establishment of an agricultural school when the time is opportune. An actual date cannot be determined at this stage.

My latest advice is that 600 acres have been cleared and pastured and some sheep are already being agisted there.

I might add that on the 600 acres of second-year pasture which has been fenced, I understand a 3,000 cubic yard dam has been sunk.

Mr. Moir: The committee provided that.

#### CONDINGUP SCHOOL

##### *Installation of Septic System*

12. Mr. MOIR asked the Minister for Education:

Apropos of my previous correspondence on the subject of flush toilet facilities at the Condingup School and headmaster's quarters, is he now in a position to advise

me if provision has been made in the draft Estimates to build these facilities?

Mr. LEWIS replied:

Flush toilet facilities at Condingup School have been provisionally listed on the departmental loan programme for 1967-68. Until the actual funds are made available, it is not known whether this work can definitely proceed.

The quarters are under the control of the Government Employees' Housing Authority and, should the authority agree, toilets for the quarters could be placed on the same contract at the expense of the authority.

#### VETERINARY SURGEONS

##### *Registrations and Cadets*

13. Mr. KELLY asked the Minister for Agriculture:

- (1) How many registered veterinary surgeons are licensed to operate in Western Australia at the present time in—
  - (a) metropolitan area;
  - (b) country districts?
- (2) Of the total number, how many are actively practising in—
  - (a) metropolitan area;
  - (b) country districts?
- (3) What number were on the registered list in the years 1963-1967 inclusive?
- (4) What number of cadets have qualified in the same period?
- (5) Of this number, how many are actively engaged in this work at the present time?

Mr. NALDER replied:

- (1) The total number of veterinary surgeons registered in Western Australia at present is 78. Registration is required for all veterinary surgeons practising their profession, and it does not restrict their activities to specific areas.
- (2) (a) 18 private practitioners.  
(b) 24 private practitioners.
- (3) 1963—27.  
1964—33.  
1965—55.  
1966—67.  
1967—78.
- (4) 1963—2.  
1964—3.  
1965—3.  
1966—2.  
1967—4 expected to graduate.
- (5) 10.

# **KIMBERLEY RESEARCH STATION**

## *Trial Plantings and Export Markets*

14. Mr. KELLY asked the Minister for Agriculture:

- (1) Has any research work or trial plantings of tea been carried out at the Kimberley Research Station; if so, with what result?
- (2) Has the growing of paw paw on a commercial basis been thoroughly tried and with what result?
- (3) Has any conclusive stage been reached in the profitable production of sudax?
- (4) If so, what would be regarded as an average tonnage per acre in a twelve-month growing period, under irrigation?
- (5) Has the export market been fully investigated in Japan and other Asian countries, and with what conclusions?
- (6) Have any new fodders been developed at the station in recent years?
- (7) What fodders are regarded as most suited to cattle as a result of trials undertaken at the Kimberley Research Station?

Mr. NALDER replied:

- (1) No. Tea growing is usually restricted to elevated localities with high annual rainfall on lighter soils.
- (2) Pawpaws have been grown at the Kimberley Research Station for local consumption only. They are grown commercially at Carnarvon, and the Gascoyne Research Station is experimenting with improved varieties. Transport is a major problem.
- (3) Sudax, which is a fodder sorghum, is still under test at the Kimberley Research Station.  
Grain sorghums appear to offer better prospects for economic production.
- (4) Yields of sudax in the order of 15 tons of dry matter per acre have been obtained in experiments at the Kimberley Research Station.
- (5) Preliminary inquiries indicate a large demand for grain sorghum in bulk cargoes, but detailed investigations have not yet been made.
- (6) No. But hybrid fodder sorghums are under test at the Kimberley Research Station.
- (7) Fodder sorghums provide suitable bulk feeds, but sorghum grains and cotton seed are more useful as supplements for grazing animals.

15. *This question was postponed.*

# **STANDARD GAUGE RAILWAY**

## *Koolyanobbing-Kalgoorlie: Delay in Construction, and Expenditure*

16. Mr. KELLY asked the Minister for Railways:

- (1) What is the reason for the delay in pushing ahead with the section of the standard gauge rail connection between Koolyanobbing and Kalgoorlie?
- (2) When the connection is finally made, will this include a railway station to be named "Coolgardie"?
- (3) Including surveys, what total expenditure has been made on the Koolyanobbing-Kalgoorlie section of the route?
- (4) Of the total, what amount has been spent from the 30th June, 1966 to the 30th June, 1967?

Mr. O'CONNOR replied:

- (1) No delay has occurred in this work.
- (2) To avoid possible confusion with the town of Coolgardie the nomenclature committee approved of the stopping place approximately seven miles north of Coolgardie being named Bonnie Vale after the adjacent gold mining centre. If desired, consideration could be given to altering the name to North Coolgardie.
- (3) \$1,321,000.
- (4) \$1,268,000.

17. *This question was postponed.*

# **HOSPITALS**

## *Appointment of Australian-trained Administrators*

18. Mr. FLETCHER asked the Minister representing the Minister for Health:

- (1) Is he aware of comments by Dr. R. C. Webb, Commonwealth Director of Health, W.A., in *The West Australian* on the 8th August, 1967, relevant to the current hospital administrator's conference:  
"Great advance in W.A. Health Services," and "Standard of hospitals was impressive compared with those in highly developed European countries"?
- (2) If this high Western Australian standard arises in part as a consequence of Australian-trained administrators, what reason exists for the importation of an English administrator to fill the vacancy created by the retirement of Mr. Griffith (see *The West Australian* of the 8th August, 1967)?
- (3) Was this a ministerial or board appointment?

- (4) How many Australian applicants applied for this vacancy?
- (5) Is it a fact that the services of Mr. Leppard are to be retained for two years beyond retiring age to assist and familiarise the English appointee with Western Australian and Perth hospital administration?
- (6) Would such retention of service be necessary with an Australian or Western Australian appointee?
- (7) Is it considered that Australian-trained administrators do not satisfy requirements; if so, in what capacity is it considered that Australian-trained personnel lack ability to cope?
- (8) In view of questions (1) to (6), will not incentive be reduced among present and potential administrators to seek Australian qualifications in administration if this or future preference in appointments is going to be given to an overseas applicant or applicants?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) The board of management made the appointment and, as an autonomous body, it may select whom it considers the best applicant for the post.
- (3) It is a board appointment. There is no statutory requirement for the Minister to confirm or otherwise. The honourable member is referred to section 19 of the Hospitals Act.
- (4) 16-18 others, total 34.
- (5) The department has no official notification of the situation with regard to Mr. Leppard. However, the board advises that it has acceded to a request from Mr. Leppard for a two years' extension beyond the age of 65.
- (6) This is a matter for determination by the board.
- (7) No.
- (8) This would be a matter of opinion. No official notification has been received from the Western Australian Branch of the Australian Institute of Hospital Administrators.

As I was coming into the House I was given an addendum, by way of an answer, to the effect that the Minister for Health had just received by hand delivery a letter from the Western Australian Branch of the Australian Institute of Hospital Administrators protesting against the appointments referred to.

## HEIRISSON ISLAND

### *Cultural Centre Subcommittee*

19. Mr. DAVIES asked the Premier:

- (1) Who were the members of the subcommittee appointed to examine the proposal to build a cultural centre on Heirisson Island?
- (2) On how many occasions did they meet?
- (3) From whom did they seek evidence?

Mr. BRAND replied:

- (1) to (3) I am assuming that the honourable member is referring to a subcommittee of Cabinet. There was a committee of departmental officers, but the subcommittee is that of Cabinet.

A Cabinet subcommittee, comprising the Ministers for Lands, Works, Town Planning, and Police and Traffic was appointed on the 10th May, 1966, and carried out a careful examination during the succeeding six months of all aspects of a proposal to build a cultural centre on Heirisson Island.

The number of occasions on which the Cabinet subcommittee met is not recorded.

It is not customary for Cabinet subcommittees to sit in public and take evidence.

Mr. Davies: Was there any other committee?

Mr. BRAND: Not of Cabinet.

## BEER

### *Consumption*

20. Mr. SEWELL asked the Minister representing the Minister for Justice:

- (1) How many million gallons of—
  - (a) bulk beer;
  - (b) bottled and canned beer;
 were consumed in this State for each of the years 1962-63, 1963-64, 1964-65, 1965-66?
- (2) What is the percentage of bulk beer consumed to the whole of the beer consumption for each of the years mentioned?

Mr. COURT replied:

- (1) and (2) The Deputy Commonwealth Statistician has advised that, in accordance with the secrecy provisions of section 24 of the Census and Statistics Act, 1905-1966, this information is not available for publication. This section precludes the statistician from disclosing information about the activities of an individual business.

On behalf of the Minister I want to apologise to the honourable member because it is not possible to make the information available, but if he studies the Act he will see the reason for it.

Mr. Graham: You could still give him the percentages.

#### DE LEUW CATHER & COMPANY

##### *Contracts with Government*

21. Mr. DAVIES asked the Minister for Works:

- (1) What amounts of money have been paid to De Leuw Cather & Company for work carried out?
- (2) What are the amounts involved for each contract or commission?
- (3) What is the basis of payment for each contract or commission?
- (4) What is the estimated cost involved on work yet to be done on existing contracts or commissions?

Mr. ROSS HUTCHINSON replied:

- (1) \$192,724.09 to date since their office was established in Perth.

\$

- |   |              |
|---|--------------|
| (2) (a) Kewdale-Burswood study                              | 30,524.84    |
| (b) Inner ring freeway and radial freeways (Planning study) | 120,726.33   |
| (c) Fremantle by-pass:                                      |              |
| (i) Planning report   | 17,791.95    |
| (ii) Design study   | 19,680.97    |
|   | <hr/>        |
|   | \$192,724.09 |

- (3) Most of the work done to date has been planning studies which can only be paid for on an hourly basis. Therefore payment was on an hourly rate based on salaries plus a percentage and a lump sum to cover their head office expenses.
- (4) \$372,321, including an estimated \$350,000 for detailed design of the Hamilton interchange where the consultants' fee is calculated as a percentage of the estimated construction cost in accordance with the conditions of engagement and scales of minimum charges set down by the Association of Consulting Engineers of Australia.

#### DENTISTRY

##### *Examination of School Children*

22. Mr. DAVIES asked the Minister representing the Minister for Health:

- (1) On what basis are dental examinations carried out at State schools?

- (2) How many schools were visited in this connection last year—
  - (a) in the metropolitan area;
  - (b) in the country?
- (3) Has there been any alterations to the basis of conducting examinations in recent years?

Mr. ROSS HUTCHINSON replied:

- (1) The basis for the dental examination (and, with the parents' consent, treatment) of school children is related to school enrolment. This is:

School Enrolment	Age Group Examined
Under 50	All children.
50-99	Under 11 years.
100-149	Under 10 years.
150-199	Under 9 years.
200 and over	Under 8 years.

- (2) In 1966, 87 country and four metropolitan schools were visited. In addition, 27 native missions, orphanages, and institutions were visited.

- (3) No.

#### ELECTRICITY SUPPLIES

##### *Extensions to Rural Holdings*

23. Mr. GAYFER asked the Minister for Electricity:

What is the programme for the extension of electricity to rural holdings in each of the shires of York, Brookton, Quairading, and Beverley?

Mr. NALDER replied:

Electricity will be provided progressively to most of the farmers in these shires.

The rate of progress will depend on the rate at which surveys can be carried out by the State Electricity Commission, and the various groups of farmers concluding agreements with the commission.

York:

Proposals have been submitted to groups of farmers in the Talbot Brook, Greenhills, and Balkulling area. Supply could be made available to these farmers during the coming summer.

Brookton:

Surveys are in progress for farmers whose properties are situated within approximately eight miles of the existing main line.

It is anticipated that supply will be made available to some of these farmers in the coming summer.

Quairading:

Proposals have been submitted to the majority of farmers in the

northern section of the Quairading Shire. It is anticipated that supply will be made available to these farmers during the coming summer.

Further surveys are in progress in the area south of Quairading townsite.

#### Beverley:

Proposals have been submitted to those farmers whose properties are situated close to the existing main line. It is anticipated that supply will be available to these farmers during the coming summer.

Further surveys will be carried out next year for groups of farmers not already connected.

### YORK COURTHOUSE AND POLICE STATION

#### *Repairs and Renovations*

24. Mr. GAYPER asked the Minister for Police:

A contract has been let recently for repairs and renovations to the York courthouse and police station. What is the extent of this work and will it in any way interfere with the preservation of the old gaol in its present state?

Mr. CRAIG replied:

The present contract is for external repairs and renovations to the courthouse and police station only and specifically excludes the old gaol. The contract does not interfere with the old gaol.

### CRAYFISHING

#### *Freezer Boats: Licenses and Inspections*

25. Mr. KELLY asked the Minister representing the Minister for Fisheries:

- (1) What number of freezer boats are licensed or have a permit to operate north of latitude 30°S.?
- (2) According to Fisheries Department records, how many freezer boats operated in waters surrounding Pelsart, Easter, and Wallaby groups at any time during the 1967 crayfish season?
- (3) What number of cases of crayfish were produced by freezer boats in this locality during the 1967 season?
- (4) What method of on the spot inspection for size or weight is carried out by the department?
- (5) How many inspectors are employed for continuous checking of crayfish treated at sea?

- (6) Is any final check for size and weight made before freezer boat catches are exported?
- (7) If so, what form does this inspection take?

Mr. ROSS HUTCHINSON replied:

- (1) Twenty-five.
- (2) Six.
- (3) This information is not available.
- (4) Departmental patrol vessels.
- (5) Six, i.e., two officers in each of three patrol vessels.
- (6) Yes.
- (7) Periodical inspection in cold store.

### QUESTIONS (4): WITHOUT NOTICE

#### P. & O. LINES OF AUSTRALIA PTY. LTD.

#### *Employees: Termination of Employment*

1. Mr. TONKIN asked the Premier:

- (1) Is he aware that P. & O. Lines of Australia Pty. Ltd., as tug-managing agents for B.P. Oil Supplies Pty. Ltd. has served notice terminating the employment of 18 of the personnel, some of whom have been with the company for many years?
- (2) Does he consider that the reason given; *viz.*, "In order to economise in the marine section of operations" is a logical one for a company of such large resources as B.P. and whose expertise would surely enable it to organise its staff so that a surplus of 18 workers in such a section of its operations as the marine section would be unlikely to exist over a period of years?
- (3) Will he ascertain the real reason for the company's action and give details concerning the categories of the men affected?

Mr. BRAND replied:

- (1) I do not have a written reply to this question which the Leader of the Opposition sent to my office this morning. I did not know anything of the notice given until I read this question.
- (2) In regard to the second question I say it is not for me to doubt the reason or to question the reason of the company.
- (3) It seems to me that if the Leader of the Opposition or anyone else queries the action or reason given, he is as competent as I am to write to the company to obtain the real reasons if they have not been given. I do not think this is a question for the Government; it is purely a query regarding the action of a private company.

*Government Concern*

## 2. Mr. TONKIN asked the Premier:

Is it a reasonable assumption the Government is not concerned over this matter?

Mr. BRAND replied:

As everyone in the House realises, we are all concerned over situations such as this. However, it is a matter for the company; and any queries regarding the action of the company in dismissing these men or giving them notice, and as to the reason not being adequate, lies with the Leader of the Opposition who should write or get in touch with the company to ascertain the real reasons.

**APPLES***Prohibition of Sale*

## 3. Mr. KELLY asked the Minister for Agriculture:

I apologise for not giving notice of this question, owing to the fact that the matter has only recently been brought to my attention. I have a number of apples here which I can supply to the Minister. One of these apples is a large one, but it should not be on the market. The questions are as follows:—

- (1) Would he consider that the quality of these apples would be regarded by the Apple Sales Advisory Committee as a grade which should be prohibited from sale to the public?
- (2) Would he be surprised to learn that the sample was taken from the top layer of a dump case purchased yesterday?
- (3) Would it surprise him to know that the case contents were described as "Fancy" golden delicious?
- (4) Is he satisfied that all is well with apple marketing when this type of fruit is sold to the public at ruling prices?

Mr. Speaker, in explanation, I would point out that these apples have come from the Donnybrook district.

Mr. NALDER replied:

I am doubtful, Mr. Speaker, whether you would give me the opportunity of making a survey without having had notice, seeing the apples came from the Donnybrook area. Since I have no practical experience in the growing of apples, I would call on your practical knowledge and

expert judgment to help me in this particular case.

Mr. May: They came from Preston River, did they?

Mr. NALDER: If the honourable member would give me the name of the purchaser and where the apples were purchased in the metropolitan area, I would request the officers of the Department of Agriculture to look into the matter.

Mr. Kelly: They are direct from the orchard.

Mr. NALDER: Then the responsibility goes back to the orchardist. If the honourable member will give me details of the grower, then I will endeavour to see what the situation is. However, I would think that the apples are not "fancy" grade. The one I have in my hand looks like a windfall and I think pigs would turn their noses up at an apple like that. However, I will make an investigation.

**BARRACKS ARCHWAY***Restoration*

## 4. Mr. BICKERTON asked the Premier:

Is there any truth in the story that the Government is seeking the advice of ex-town planner, Ritter, regarding the restoration procedure to be adopted on the structure we know as "The Arch"; and, if so, will he acquaint the House of the details?

Mr. BRAND replied:

We seem to get confused enough without referring this matter to anyone else.

**ADDRESS-IN-REPLY: SIXTH DAY***Motion*

Debate resumed, from, the 9th August, on the following motion by Mr. Elliott:—

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

May it please Your Excellency: We the Legislative Assembly of the Parliament 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. RUNCIMAN (Murray) [2.41 p.m.]: The Speech with which His Excellency was pleased to address Parliament outlined the progress and development of the many projects conducted throughout the State. Of course, the projects are State wide but



development has been in individual electorates, and that development has been quite typical of the progress of the whole of the State.

I would briefly refer to a number of projects which have been successfully carried out during the last year. First of all, I refer to the completion of the Waroona Irrigation Dam at a cost of \$1,300,000. Just after the opening of the Logue Brook Dam in 1964, which dam serves a large irrigation area, I spoke to the then Minister, Mr. Wild. On one Sunday we visited Waroona, in conjunction with the officers of the local council, and we examined the two dams at Drakesbrook and Sampson. It was late in the season and neither of the dams had overflowed. There was some concern in the district regarding the future irrigation of the area. We discussed ways and means of raising the height of both dams to ensure adequate supplies for the future.

We left the Minister on that note, and two or three months later we were delighted to be informed that an entirely new dam was to be built with a capacity of 3,250,000,000 gallons. It would be equal in size to the two previous dams—the Sampson and the Drakesbrook.

This was, indeed, great news for the people in the district because not only would it ensure adequate supplies of water for future years, but it would mean the end of rationing at the end of the seasons. With the completion of the Waroona Dam it is obvious it will be possible for further expansion to take place.

Irrigation is valuable and necessary for post settlement, and consequently benefits the town and townspeople. There are two important industries at Waroona: the abattoirs and a big engineering construction group. These two industries will benefit considerably from the effect of the building of the new dam.

The new dam will be of great benefit to the milk industry also. It will be almost in the heart of the whole milk industry. In recent years, a better price has been paid for beef cattle, and irrigation has helped the cattle industry and made it very lucrative. The vegetable industry, too, has prospered and looks to future expansion when there is an increase in the water supply to the area.

During the year a new school has been completed at Yarloop, at the southernmost end of my electorate. This school has been overdue for some years and its erection has given a great deal of pleasure to the parents and the children in that district. The school will be opened by the Minister later in the year. Also, a new school was opened at Dwellingup. The old school was one of the few buildings which was not burnt down, but a new school in that town has been long overdue. We were very happy when the Min-

ister opened the school last year and this, too, will be of great benefit to the children in the area.

On a number of occasions, since I became a member of this House, I have spoken of the desirability of a senior high school at Pinjarra. I am very happy to be able to inform the House that this year the Pinjarra school becomes a senior, five-year high school. This, of course, has been a great delight to many of the parents and children in the Pinjarra region. Children from Mandurah, Waroona, and outlying centres will attend the school at Pinjarra. Next month a new science block will be built and it will be ready for the beginning of the next school year. This is a wonderful achievement and is appreciated by the people throughout the district.

New classrooms have also been added to the Mandurah School. For a long time the school population at Mandurah remained static, but in recent years the attendance has increased appreciably. I think this is due to the fact that more technicians, and younger people, are coming to the area. Many of those people live in Mandurah but go to work in the Kwinana area. More additions will be required to the school each year. The Education Department is aware of this fact and new classrooms are allowed for on the Estimates for the next year.

Progress is being made on the old coast road from Bunbury to Mandurah, and through the industrial area to Fremantle. A sum of something like \$200,000 is being spent on the road this year. If the same amount can be spent next year, the road will be completed. This will be a main traffic road to Bunbury and will serve many of the towns along the coast. Also, the road will be of tourist value inasmuch as it is one of the most delightful roads to drive on in the State. It will be appreciated by all those who, from time to time, drive to Bunbury and, as I said, it will be a great advantage to our tourist industry.

For many years we have been pressing for the completion of the road from Boddington through Dwellingup so that it will link with the Perth-Bunbury highway. Discussions had been held with Mr. Leitch, Mr. Punch, and Mr. Aitken. For many years we did not seem to be making much progress, but I am pleased to be able to say that the road is now sealed and has a black top and one can travel from the great southern, through Boddington to the coast.

The road through Quindanning has been completed this year and is appreciated by the hundreds of people in the great southern area who like to get through to the coast by the shortest possible route during the summertime, and it is also appreciated by the farmers who live along that route.

The recent news that the next metropolitan water dams to be built will be on the North and South Dandalup Rivers, with the pipehead dam on the North Dandalup and the main dam on the South Dandalup, is of great moment, and it was received with a great deal of pleasure by the people in the district. While the water will be used for the metropolitan area, I was pleased to see in the news released by the Minister that the needs of the local people will be met and that they, too, will have the advantage of this water scheme—that is, the people in Pinjarra and Mandurah.

Last year we saw the completion of the water scheme to the West Murray, or Yunderup as it is now called. The water for this scheme is from two artesian bores near Ravenswood. However, the whole project has been planned with the ultimate idea of connecting Mandurah to the scheme.

Last year, as I said, the scheme for Yunderup was completed and work is almost finished for the Furnissdale section—that is the next township along the Murray River, and this is in the vicinity of the Mandurah Shire Council district. The Minister told us, at a meeting with the Mandurah Shire Council some months ago, it was hoped in the very near future to have Mandurah connected to the comprehensive water scheme. This is great news for the town, which is one of the most rapidly developing centres in the southern part of the State.

I was pleased that I was able to prevail upon the State Housing Commission to purchase some blocks of land in Mandurah with a view to building commission homes. The commission has bought 40 blocks, and this year six houses are being built. It is the first time the State Housing Commission has carried out any building in this area and we are pleased to see that a start has been made. Up to date Mandurah has a pretty good record in regard to housing because people have built their own homes in the district. Also, I am pleased that a much better type of house is being built, and in practically every street we find houses being erected. Last year in the vicinity of 250 homes were built in the area. They are not big houses, but an increasing number of them are being built of brick and they are roughly about five squares in size.

Last night the member for Pilbara said he thought the State Electricity Commission should be referred to as a south-west commission. Although he is not here I would like to tell him to be of good cheer; because I can remember in 1958 or 1959, when the present Leader of the Opposition was the Minister for Electricity we, as the progress association at North Dandalup and Serpentine, approached the Government and the commissioner—who at that time I think was Mr. Edmondson—and we were told that so far as electricity was

concerned Serpentine was considered to be a remote area. However, much has happened in the last few years in the country areas and, largely due to the contributory schemes, hundreds of farmers throughout the southern part of the State are now receiving the benefits of electricity. I cannot help but be surprised and delighted at the number of centres in the southern districts which have been connected to the electricity supply.

Many small subdivisions and settlements along the coast south of Mandurah have been connected with electricity, and wherever there are groups of people throughout this area we find the commission has played its part. This, of course, makes a wonderful difference to country people and to their mode of living. I cannot praise the Electricity Commission too highly for the work it has done and the progress it has made throughout the southern part of this State.

Another point upon which the commission also deserves commendation is the rapidity with which complaints or calls are attended to when lines are blown down through storm, or faults develop. One has only to get in touch with the commission and it seems to be no time before someone is sent out to repair a fault, no matter how wild the night may be. Any blackout is of short duration, and I believe for this the commission's officers are to be commended for the great service they render to the community in general.

I should now like to refer to the Mandurah ocean bar. For 70 years, or maybe more, people in Mandurah have been speaking about the danger of the bar at the river mouth, and how much it would mean to Mandurah if the mouth of the river could be kept permanently open. Throughout the years many investigations have been made to try to decide what would be the best way to prevent the bar from forming at the river mouth.

It is a tricky business, of course, when dealing with ocean currents, sand, wind, and so on, to decide what is the best thing to do in a case like this. In the summer-time the prevailing wind is from the north-west and in the wintertime it is from the south-west and these winds blow large quantities of sand along the coast and a great deal of it seems to bank up and block off the river entrance.

In 1961 the bar closed altogether and this could have meant a real health hazard to the town. Whole areas of water dried out, fish died, and doctors and people generally were concerned that there would be an outbreak of some serious disease. However, tractors and bulldozers were used and a channel was pushed through to re-open the bar. The then Minister for Works (Mr. Wild) promised the council and the people of the district that the bar would be kept open and the Government would continue with its efforts to find ways

and means to keep the bar open permanently.

For two years officers of the Public Works Department, at their section in Floreat Park, have been observing a simulation of ocean currents and the effects of the movement of sand on a model of the river and the bar. They have been able to simulate the action of the waves, and so on, and this has been done to try to find out the best method to adopt. The engineers have told me that they are as sure as anyone can be that they have now designed something that will overcome the problem. It is difficult, of course, when dealing with the forces of nature, to be absolutely certain about these things. A sum of \$270,000 is to be spent on a training wall and groyne, and this news was received by the local people with great jubilation.

The permanent opening of the bar will be of great benefit, particularly to the fishermen who live at Mandurah, as well as to many thousands of tourists who visit the area; because pleasure boats come and go at will. Apart from the year when the bar was closed there have been many occasions when the bar has been almost closed, and there have been only a few feet of water at the entrance at certain times of the day. Consequently it was difficult for boats to come and go, which was a great pity, because the river provides a safe anchorage for boats operating between Mandurah and Fremantle. It is a central point and now we can envisage all sorts of plans being made for the future in this regard due to the opening of the bar.

The groyne itself is quite an attraction to the town, and I can assure members that every time I go over the bridge and see the groyne stretching out into the sea for approximately 4,000 feet I get quite a warm glow. I noted the remark made by the Deputy Leader of the Opposition about the bar when he was speaking during this debate, but I do not think he meant what he said in that regard, because I know he is concerned with housing.

I now refer to fisheries, concerning which the Governor, in his Speech, had this to say—

The quantity of fish produced in 1966 was 35,500,000 pounds, compared with 30,200,000 pounds the previous year. Crayfish and prawn export earnings exceeded \$14,500,000.

That is a wonderful report and one can easily realise that crayfishing is the principal one within this bracket. Of the total volume of revenue obtained from our fisheries, 80 per cent. comes from crayfishing. It seems fantastic when one looks back over the years, because I can remember, as a small boy, when for several years I used to spend all my holidays, both summer and winter, on Rottnest Island, the ease with which we picked crayfish off the rocks at any time. Even in those days we realised the possibilities of cray-

fishing in the Dongara area. People used to speak of the Dongara crayfish and we considered that some time in the future a big industry would develop, but nobody could have foreseen that the industry would grow to the large proportions it has reached today.

The industry, of course, commenced to prosper after World War II because of the great demand for this luxury in the United States of America. Crayfish is regarded as a luxury, especially in that country. A great deal of money has been channelled into the industry for the purchase of boats and fishing gear, and the investment has proved to be most lucrative for all concerned with it. The waters in which crayfish are caught extend roughly from the south passage at Bunbury to Shark Bay, and 830 boats, including 40 processing freezer boats, operate in this area. As a result many men are employed.

It is interesting to note that in 1950 the total weight of crayfish caught was 6,500,000 lb., valued at \$686,000. Production increased rapidly in subsequent years to reach, in 1962-63, a peak of 21,400,000 lb. of a value of \$7,900,000. Following the introduction of conservation measures, such as restrictions on boat and pot numbers, production since 1962-63 has fallen from a record level and seems to have stabilised at 17,000,000 to 18,000,000 lb.

The fall in the volume of production has, however, been offset by a substantial increase in price in the last three years. For some time the price ranged round about 17c a pound, but today it is 64c a pound. So, whilst the 1965-66 catch was only 17,800,000 lb., it was valued at \$11,400,000. This in itself shows the extent of the industry and the important part it plays in our State economy. There is no doubt a large amount of money is channelled to the crayfishermen and all the other people connected with this branch of the fishing industry.

It is, of course, a tightly-closed industry and I often wonder when anyone else will be permitted to enter it. I know there are a number of men who are queued up, as it were, with well-equipped boats, the requisite know-how, and all the rest of it, who are anxious to enter the industry. I realise a reappraisal of the situation will have to be made in the not too distant future to ascertain if more boats could be permitted to enter the industry. At this moment I consider the Government to be very wise in its stand on this point, but we will have to look at the possibility of allowing more men to enter the industry, if it is warranted, at some time or other.

The prawning industry, which is a comparatively new one in this State, and second to crayfishing in relation to the value of production, for the year ended the 30th June, 1967, shows production figures of nearly 2,500,000 lb. at an esti-

mated value of \$1,053,000. This indicates great possibilities for the future, and it is interesting to learn that conservation measures have been adopted in the Shark Bay-Carnarvon-Exmouth Gulf waters. This is also a wise move in order to see what the trend will be, because it would be very unwise to allow the waters to be completely fished out. I understand, in some New South Wales' waters where a large number of prawning boats have congregated in a comparatively small area, the waters have been practically fished out and very few prawns have returned to them.

Therefore I consider the Government is very wise in keeping a close watch on the situation. At the moment, I believe that north of Nichol Bay to the top end of the State there are no restrictions on any fishermen who wish to catch prawns in that area. From research made in the area, it is considered it could become very profitable to those operating in the prawning industry and to the State in general.

The other important fishery, of course, is the salmon fishery on the south coast which produces roughly 3,500,000 lb. of salmon over three months of the year, which is the general trend every year. Production from this type of fishing is valued at approximately \$25,000. It is interesting, I think, and also timely, that the Government is taking an interest in the potential of the tuna fishing industry. As many of us know, it is an extremely big industry in other parts of the world. There is a great demand for tuna in the United States of America, where it is considered to be a luxury fish and is referred to as "the chicken of the sea." Large quantities of this fish are produced in the United States, and it is so popular that there is a great demand for it among Americans.

It would appear that all round the coast of Australia there is a great potential for tuna fishing. Only two years ago we learned that the Japanese had caught in the vicinity of 50,000 tons of tuna off our coast.

Mr. Gayfer: The Italians want it, too.

Mr. RUNCIMAN: I understand the Dutch and the Russians are also interested. The Russians have had research ships plying around our coast making investigations, and we ourselves have conducted some research into tuna fishing. The Government is to be commended for the aerial surveys which have been made off the coast and which have disclosed large shoals of tuna all along our western seaboard.

The research vessel which the Government has chartered and which is working in the north of Australia should provide us with very valuable information. From the observations which have been made by experts in this matter, I am certain

the ship will come back with a very favourable report. It will be our job to endeavour as quickly as possible to get into this industry, because it will be very beneficial to this State, particularly from the point of view of export earnings. So far as I know we are not geared to go into this industry, and it might be necessary for the Commonwealth Government to help the State.

Fisherman who operate from Mandurah over the continental shelf, which extends 28 to 30 miles out to sea, have told me about the very large shoals of tuna seen in that area. This fish offers large possibilities for the establishment of an industry. The fishermen speak of acres and acres of tuna which appear at different times of the year, sometimes heading northwards and sometimes heading southwards. That illustrates that fish in abundance is present in all the coastal waters of Australia.

Because of a number of complaints which were made in recent weeks, I want to refer to what have become known as the Mandurah fishermen. The complaint is against the price received for the edible fish which is caught and which is sold for human consumption mainly in the metropolitan area and in the country towns. This type of fish is derived principally from the waters of Fremantle, Shark Bay, Mandurah, Bunbury, and Albany.

I have before me the figures of the quantities of fish which have been imported into Western Australia; and they come from more than 20 countries. It is interesting to note how the quantities imported have increased over the years. In 1961-62, fish of all kinds imported totalled 4,441,000 lb., valued at \$1,087,000; in 1962-63, the quantity was 5,240,000 lb., valued at \$1,320,000; in 1963-64, the quantity was 5,000,000 lb. valued at \$1,455,000; in 1964-65, the quantity was 6,000,000 lb. valued at \$1,779,510; and in 1965-66, the quantity was 8,000,000 lb. valued at \$2,364,000. It seems quite unnecessary for Western Australia to import this vast quantity of fish when the waters along our coast are full of edible fish which compare more than favourably with much of the imported fish.

Mr. May: What type of fish?

Mr. RUNCIMAN: Fish of all kinds.

Mr. Norton: You know the price per pound?

Mr. RUNCIMAN: No. Over 1,000,000 lb. of fish heads are imported each year into Western Australia for use as crayfish bait. These imports also seem unnecessary, because the local fishermen could supply this demand. However, some crayfishermen prefer the imported fish heads because they are harder, and the fishermen have only to drive a stake through the heads and place them in the craypots.

Mr. Norton: Other fishermen prefer kangaroo tails as bait.

Mr. RUNCIMAN: That is correct. With organisation, with incentives to local fishermen, and with a greater interest taken in their activities, we could reduce the quantity of fish imports considerably.

I want to emphasise how important is the Mandurah fish industry. For that purpose I refer to an article which appeared in *The Inquirer* of the 25th August, 1880. It states—

The only manufactory worthy of the name for the preservation of fish so abundantly found in our waters is at Mandurah. Under the management of Mr. Forbes little by little the fish industry at Mandurah originated by Mr. C. E. Broadhurst has largely grown in size and extended its operations until now it stands a manufactory representing many thousands of pounds and a rapidly maturing growth of industrial enterprise.

That processing plant turned out something like 2,000 tins a day, and employed approximately 50 men working in two shifts. For some years that manufactory progressed very well, and later on it was joined by another. There were two processing plants on the Peel Inlet and one at Mandurah. Later, in 1890, there were two processing plants in operation in Mandurah, one under Mr. Tuckey and one under Mr. Smart.

Various projects have been tried; they flourished for a time, but for some reason or other they went out of production. I would like history to repeat itself in the Mandurah district, and I would like to see a processing plant of the type I have mentioned operating there. It is interesting to note that there are more fish in the Mandurah estuary now than ever before, and this information comes from the fishermen who have lived there all their lives. Despite the fact that approximately 1,000,000 lb. of fish are taken out of the estuary each year, and this has occurred for many years past, the quantity has not diminished.

The fishermen have told me they could produce a great deal more fish if they could obtain a better price. In order to bring about a better price they adopted a system of orderly marketing, as it were, by fixing a minimum price. Such a system is not unusual, because we have endeavoured to do the same with many of our primary products. That is done to protect the producers, and the Mandurah fishermen wished to do the same thing. The scheme fell down, because not all the fishermen in Western Australia subscribed to it; only a percentage did. The arrangement did not bind the fishermen operating in other parts of this State. While the Mandurah fishermen fixed a minimum price of 5c a pound, other fishermen were prepared to sell at 4c and

3c a pound. That was the weakness in the scheme.

It is wicked to see the truckloads of fish being taken out of the markets to be used as fertiliser, or to be dumped. This is perfectly good, edible fish. I am sure that if this fish was filleted or processed a ready sale would be found for it. At the moment we are looking at ways and means to handle the surplus fish, by endeavouring to establish a processing plant or a canning factory in the town.

I believe we are making some progress in this field. A number of opportunities are being investigated. One of the leading fish firms had available a small plant there for some time, but for reasons of its own decided to give it up. The plant was recently offered for sale to the Mandurah fishermen, but they felt they could not really afford it and would not know how to operate it if they did purchase it.

Since then I have been able to persuade the company to lease the plant to the Mandurah fishermen for a period of six or 12 months in order to see whether they are able to cope with it. In this regard I believe that fishermen, no matter how keen they may be to run a show like this, have very little knowledge and experience. Perhaps the Government or private enterprise could be persuaded to help them in the initial stages. The company which is to lease the plant has promised the services of its manager to discuss problems which may arise. The whole of our fish processing industry could be helped by the Government or private enterprise. After all, as I have said, the fishermen themselves have very little knowledge. They have not had the opportunity to gain it. In this field there is an opening, and this is the only way in which we will be able to sell the large quantity of fish which is produced in this State, and in turn cut down on some of the imports.

We have the fish and it is just a matter of some organisation and co-operation between the various departments. I am quite well aware of the fact that housewives no longer buy whole fish and take them home to scale, clean, and fillet. No-one bothers about that sort of thing now. They all expect to buy the fish already processed and available in attractive packs. I believe we can do this in Western Australia.

We are importing fish from all over the world, and this is a challenge to our people because the market for fish is a very important one. We import over 8,000,000 lb. of fish into the State at a value of something like \$2,500,000 each year, and I believe this amount will increase unless we do something to arrest it. The importation of such a big amount is not in the interests of the State, and I hope we can make some progress along these lines.

It has been said that Australians do not have the same background with regard to fishing as have some European and Mediterranean countries. We have essentially an agricultural background and consequently people generally do not take very much interest in fish. This is very true. We have a lot to learn from other countries, and we should learn because we have the assets here. The sooner we expand this industry the better. If the industry were to be given Government assistance—both Commonwealth and State—together with help from private enterprise, it could be a very worth-while industry to the State.

There is much to be done, of course, in the training of the fishermen. For a start, we have no training school and consequently the men have no means of learning the various skills in seamanship, navigation and boat handling. They have no way of learning about the latest type of equipment and engines and all that sort of thing, which is so necessary.

We should be prepared to give more aid to the fishermen in general. No matter how keen they are to learn, they do not have the opportunities to do so, as have those who are interested in other primary industries. As a farmer I know I owe a great debt to the Department of Agriculture for its extension services. In Western Australia we had done nothing along those lines with regard to fishing until recently when one extension officer was appointed. This is, of course, important; but I feel we should do more along those lines to encourage fishermen and to help them gain an incentive to make full use of their opportunities.

Mandurah fishermen have been criticised because of the methods and manner in which they present their fish. This criticism is not justified in many respects. I have visited the markets on several occasions and have compared the fish presented by the Mandurah fishermen with the fish from Albany and other areas, and I have found that the presentation of the Mandurah fishermen has compared very favourably with that of any other fishermen.

Of course it is always a fact that some people are not careful and this also applies to some fishermen. They put fish into a box and send it to the market and hope for the best. These people should not be encouraged to send fish to the market in this way because it spoils the whole set-up. In some countries it would not be allowed. Here we have ways and means by which to market the fish but there are no controls. Until we do have some control we will make no progress in regard to marketing.

Mr. Nalder: Have you any suggestions in regard to marketing?

Mr. RUNCIMAN: I have. Icing of fish is something about which we do not know a great deal in Western Australia. I have

been reading some of the technical publications concerning the fishing industry in the United Kingdom. In that country great emphasis is placed on the care and management control of the industry right from the very time the fish is caught and iced to the time it is marketed.

In this State I am afraid that a good many of our fishermen have no idea how to ice fish properly and prepare it for market. No-one has been available to show them. What they do know, they have learnt for themselves and in many cases they have been on the wrong track. This is a matter to which we must give greater attention in future.

There has been no promotion in Western Australia to encourage people to eat more fish. No-one seems to bother about it; but it is very important if we are to make any sort of progress in reducing the large amount of fish which is imported into this State. I believe there is a lot we can learn from other countries in this regard. I realise that some countries, of course, have in operation a fish board of one kind or another and a minimum price is often fixed.

Mr. Kelly: We had an onion board, too.

Mr. RUNCIMAN: Yes; and we have a milk board.

Mr. Davies: Why cry over that?

Mr. Kelly: We have fish sticks, but no fish board, yet.

Mr. RUNCIMAN: We can produce better fish sticks in Western Australia than can be brought from overseas, too.

Mr. Nalder: Are you suggesting you want to get rid of the Milk Board?

Mr. RUNCIMAN: That would be the last thing. On the question of learning from other countries, I was reading only the other day that fishing and fishing techniques are school subjects in Japan, which is probably one of the leading fishing countries in the world. Young people who are going to school receive technical instruction with regard to nets, engines, and various other know-how in connection with fishing. This kind of instruction is not restricted to Japan, but happens in other countries as well. However, as far as Western Australia is concerned this is very much in its infancy; but there is a growing feeling amongst people now that something should be done, and I certainly consider something will be done in this regard. Perhaps the Commonwealth Government will have to act, because some of the ideas and the principles must have the assistance of the Commonwealth Government.

Some time ago, I could not help but notice on television a Four Corners programme on fishing, although I came in at the end of it. The fisherman was talking about the poor prices which were being obtained and the commentator asked what could be done about the position.

The fisherman threw his hands out expressively and said, "Nothing." I do not agree with this, and I would not accept it. I consider something can be done and I feel something should be done.

I have read various journals in my study of this subject and I consider we could gain a lot of information from other countries. I hope that, if a training school is set up, it will be set up here in Western Australia, and I hope that when we do start a tuna industry in Western Australia we will be geared to supply the ships for this industry. I read in an Eastern States newspaper recently that the tuna catch in the north coast of New South Wales was down. This was largely due to smaller boats being used this year. Some of the larger boats had been taken off the run and put into some other avenue of employment with the result that the whole catch was down. I trust that when we become operative in this State—and I feel it is only a case of "when"—we will be prepared for all these problems which are likely to occur.

Mr. Jamieson: Tuna has had to be imported into South Australia from overseas in order to keep the canning works going.

Mr. RUNCIMAN: I certainly hope the bulk of the tuna will come from the north coast of Western Australia.

The Minister mentioned a fishing board to me just now. I would like to mention some information in connection with New Zealand, and I shall quote from a little book, *World Fishing*, which I have here. It says—

The Fishing Industry Board, formed in 1964, is making great strides to improve every phase of the fishing industry from research to marketing. In a very broad sense, the Department of Marine is the administrative or governing power that makes rules and regulations, while the Fishing Industry Board is concerned with catching more fish and promoting the sale of it.

I consider that possibly we should look at this situation in New Zealand. I do not say it will apply altogether to this State, but I do consider something has to be done regarding the table fish—that is, the small fish in this State—to provide a better living for fishermen and to attract young people into the industry. To my mind this is absolutely essential; because, after all, if we have to man tuna boats, where are the young people who are going to do it?

A few weeks ago I read an article in a publication which I know members of this House receive from time to time. This publication is *The Ulster Commentary* and it contains an article on fishing in Northern Ireland where, in the past, fishing has been quite a small industry, but where it is now very much on an upward trend. It says—

Sea Fisheries are grossing something in the region of £650,000 a year, the Minister of Agriculture (Mr. H. W. West) recently stated in the House of Commons.

Further on, Mr. West said that sea fishing employed 350 fishermen, and then he commented—

"We feel," said the Minister, "that this small industry should be nurtured and encouraged to a stage at which it is thoroughly viable.

This should also apply in Western Australia. He continued—

"Northern Ireland also has some of the finest in-shore fishermen in the British Isles. It is my Ministry's job to ensure that they receive the help necessary to equip them with boats and engines to enable them to reap the rewards that their skill, hard work and courage deserve."

The SPEAKER: The honourable member has another five minutes.

Mr. RUNCIMAN: The article continues—

Mr. West also announced that a minimum prices scheme for fish was being considered at present . . .

This is something which we might also consider. The article goes on—

. . . adding that he hoped to have a scheme before the House in the near future. An economic survey of the fishing industry was also being carried out and would include a survey of the local market for fish caught around the Ulster coast.

To my mind there is much to be learned from the experiences of the fishing industry in other countries which might well be applied here in Western Australia and, in fact, in Australia as a whole. There is much which we can do. We have the fish, and we have practically everything which is needed except the degree of co-operation which is necessary. We need better organisation, more cohesion between the various elements in the fishing industry, and perhaps more encouragement to processing plants in different parts of the coast where the necessary refrigeration should be available as close as possible to where the fish is being caught. This is necessary and it would be of great benefit to the fishing industry in Western Australia, particularly to what we refer to as the table fish industry.

MR. DAVIES (Victoria Park) [3.36 p.m.]: The honourable member who has just resumed his seat should be congratulated on the amount of research he has made into this very vexed question of fishing. Some of the ideas he has put forward are quite sound. I hope the Government will give them some cognisance. Unfortunately, fishing is not a

glamour industry and this Government only likes to be associated with glamour. This has been proved to be the case in the past. However, if there is any way of glamorising the fishing industry, perhaps it will get full co-operation from the Government.

Mr. Ross Hutchinson: Which Government built the fishing boat harbours?

Mr. DAVIES: Mr. Speaker, it always delights me when I rise to my feet that I attract a few interjections, because by this I know that members are listening to me—at least, for a while. I will have a few words to say later on about fish-

First of all I would like to join with other members of the House in paying respects to the late Mr. George Arnell, member for Mt. Marshall. He was always a good friend to everyone, without exception, in the House. We had a certain kinship inasmuch as he was a secretary of the party which he represented and I was secretary of the party which I represent. I always appreciated his advice, his general discussions and, particularly, his wit on all occasions. It is indeed a matter of great regret that these words have to be said, because everyone would prefer that he were here rather than eulogise him which, of course, is what we are doing this session.

The year past has been a remarkable one in many respects. There have been some vast technological changes. I consider the beaming of television from Canada to Australia with the subsequent link-up right around the world was quite an astounding performance. However, it has been taken as a matter of fact, and as an every-day happening, by most of the population. To my mind it is probably one of the greatest advances for a considerable number of years and it overshadowed many other advances which have been made in other fields. Some of the advances in the field of medicine have been most remarkable. It is a matter of some regret, perhaps, that many of them have not been adopted in Western Australia.

Looking back over the year which has elapsed since we last met, I have been rather surprised at some of the reactionary attitudes expressed by members of the Government from time to time.

We started the year with the visit of the Minister for Industrial Development to South Africa. Having been in the country for some short period, the Minister expressed support for the apartheid policy of that Government. I have not been to South Africa myself, so perhaps I should not express an opinion. I would, however, like to draw the attention of the House to the fact that the United Nations, and practically every country of any consequence in the world—including those behind the Iron Curtain—has con-

demned the South African Government for its policy of apartheid. However, the Minister for Industrial Development could see nothing wrong with it.

Mr. I. W. Manning: I notice there has been some change of that policy and perhaps the Minister was referring to that.

Mr. DAVIES: I am sure the South African Government was pleased to welcome the Minister. I doubt whether the sentiments he expressed, as they were reported in the paper here, had any effect on the South African Government.

Following on this, I recently heard that the Minister for Police had been expressing some regret at the action of the Adult Education Board. I did not quite catch the news item on that occasion, but I thought perhaps he was taking the Adult Education Board to task for not having had the National Anthem played before the films which were shown during the Festival of Perth. I think this is a breakthrough on the part of the Adult Education Board. The National Anthem is becoming a habit so far as the public is concerned, and nothing more, because it is played at the drop of a hat. It has lost its significance, and I feel there is no necessity for the continual playing of the National Anthem at the commencement of every cinema show or other means of entertainment.

There are, of course, occasions on which it should be played; but I think the Adult Education Board should be congratulated for its attitude on something which has become a formality. However, it was not in this context that the Minister for Police was expressing concern. He expressed concern at the fact that the Adult Education Board was featuring sexy films. He said that he did not see sexy films or read sexy books.

If that is the view of the Minister for Police, I am sorry for him, because it means that he never sees a film and never reads a book, as the sex symbol has become paramount in everything that is shown these days; it has come to be accepted by most people. I do think, however, that the Adult Education Board can thank the Minister for this publicity, which no doubt will unduly influence the attendances at the films which are to be shown during the next Festival of Perth; I am sure the attendances will reach record proportions at that festival.

I feel, however, that many people among the audience will be greatly disappointed; because I have seen quite a few films over the years, and I must confess that I cannot understand some of them at all. If some of those I have seen are supposed to be sexy, then I can only suggest that Charlie Chaplin is also sexy.

Mr. Evans: There is no lack of evidence of that fact.



Mr. DAVIES: Perhaps the example I gave was a bad one. I was only talking of Charles Chaplin as an actor, not as a father. However, I am sure the Adult Education Board will appreciate the advance publicity which the Minister has given, in quite an unwarranted manner I think, to the films which are shown. Goodness gracious! The Adult Education Board is a pretty tame old body at any time, and it is pretty nervous about the films it shows here. Whilst some of them are quite delightful, some of them are quite far out. But, because of its conservative attitude, we will go on being shown much the same type of film as we have in the past.

*Sitting suspended from 3.45 to 4.5 p.m.*

Mr. DAVIES: Before the suspension I was speaking of the reactionary attitudes that have been expressed. I was disappointed to see the Premier indicate to a conference of the Local Government Association during Local Government Week that he thought minority groups within the community were receiving too much attention. That is my interpretation; and that is what I understood from an article that appeared in the *Daily News* and a talk that was given over the A.B.C. I would think the Premier would welcome minority groups.

I am not certain how one would define such a group, but I believe there are plenty of people in the community who take an active interest in all kinds of matters and so form minority groups. However, they probably represent a much bigger section of the community than their own numbers would suggest. This is because other people are not interested enough to take an active part in a minority group. So I think it was a little unkind of the Premier to suggest that minority groups were not good for the community—and that is how I interpreted his remark. I think it shows a marked degree of intolerance and is in keeping with some of the attitudes expressed in this House from time to time.

I have mentioned on other occasions that there are three classic ways the Government has of answering any charges that are levelled against it. That is, there are three classical approaches. The first approach was dealt with very effectively last night by the member for Pilbara, and I could never hope to deal with it as well as he.

Mr. Craig: Don't be modest.

Mr. Dunn: Ministerial material there.

Mr. DAVIES: Thank you. Instead of the Minister concerned answering the charge levelled against his department, he said the Opposition was maligning good Government servants. That was not meant. What was meant was that someone in that department was falling down on his job;

and it is the responsibility of the Minister to see that that person is brought into line.

The second typical line of defence used by the Government is for it to say that members of the Opposition are knocking the State. That charge is used on a number of occasions. If we dare to criticise an iron ore agreement, some development, or proposed development, it does not matter how well founded the criticism is, the Minister gets up and says that it is typical of the Opposition to knock the State. It is said we do not want the State to advance. There is no justice or truth in such an attitude.

The third classical example is when the Minister gets up and says that such and such was our policy when we were in Government, so it is good enough for the present Government. That is no excuse whatsoever. The Government has now been in office for nearly nine years—nine years too long.

Mr. Graham: Hear, hear!

Mr. DAVIES: It is time the Government stated its own policies and took the blame for whatever it does. It is no good saying that nine years ago the previous Government did a certain thing when in office. The Government cannot say that would be our attitude nine years later. I hope things will be debated more on their merits and that these three classical methods of defence that have been used so often in this House over the past five or six years will be abandoned. We will then be able to get on with ordinary parliamentary debating. To say that the Opposition did something when in Government is a childish attitude for this Government to take.

Mr. Lewis: You realise it has to be something better than that, don't you?

Mr. DAVIES: We are trying to devise something better, but we have to accept the fact that the Government is still with us.

Mr. Graham: Worse luck!

Mr. DAVIES: It is the same Government as when I came into this House, but we hope there will be some changes soon, because I am quite certain the Government is lying uneasily these days in regard to many matters.

Mr. Lewis: Wishful thinking!

Mr. DAVIES: Some of the things that have received the greatest publicity are those which, to my way of thinking, are matters for a great deal of concern. We have only to look—I am glad the Minister for Education is here—at some of the comments in the past week or so in regard to education.

Mr. Lewis: Teachers going to Canada and so on.

Mr. DAVIES: Yes.

Mr. Lewis: They soon learn that distant fields are not as green as they appear.

Mr. Graham: The Minister should know that teachers are not as green as they appear.

Mr. DAVIES: These things are happening, and the Education Department must be in a sorry state. One cannot blame the teachers who go to Canada, particularly when one realises the recent increase given to the lowest grade teacher. This increase was \$18 a year, after taking into consideration the 60c rise which every other worker in this State received.

Mr. Lewis: In Canada it takes \$7,000 to make ends meet.

Mr. DAVIES: The adventure and travel available to the teachers are something to be appreciated, and I do not blame them for going. I do not agree with the Director of Education that there is something unethical in teachers going out of the State to work. Teachers have no responsibility to the Education Department once they are out of their bond period; and their going out of the State is no different from the doctors, engineers, dentists, and many others who go overseas.

Mr. Rowberry: What about footballers?

Mr. DAVIES: I believe the Director of Education spoke a little out of line when he accused the teachers of unethical tactics. However, this is not something to which I particularly want to refer. I only did so because the Minister drew my attention to the matter.

I will not say anything about housing, because a considerable amount has been said about that subject, although there are some people in my electorate who are alarmed that some of their daughters and, indeed, sons are likely to be sent by the Education Department to towns where no accommodation is available. In one instance it is likely the person concerned will be housed in a caravan in the coming year.

I now wish to refer to the lack of liaison between the Education Department and the Public Works Department. Recently I had some correspondence with the Minister, and he came back and said I had charged him with being insincere, or some such word. I did not say anything of the sort, because I believe the Minister is very sincere. I am of the opinion that he is badly advised at times, but never at any time have I accused him of insincerity or lack of interest in the department—and I think it was a bad phrase to use.

I believe a great deal can be done in regard to works which are to be carried out on behalf of the Education Department. Apparently the Education Department deals with the various fields of education and education practices, and refers everything else in regard to buildings, plans, and equipment, to the Public Works Department. One cannot expect to re-

ceive a reply to correspondence addressed to the Education Department within a period of six weeks when that correspondence deals with any works project. On countless occasions I have written to the department regarding some item for a school, but never have I had a reply back in under six weeks unless I have specifically requested it by telephone. This is just not good enough.

At the Victoria Park State school this year one class was put into what was previously a washroom. It had a cement floor and contained a number of wash basins. The class was put there, as a temporary measure. I asked for blackboards, lighting, and floor coverings to be provided. Verbal approaches got me nowhere, and so I wrote to the department in April, May, and June. I was promised that the work would be started by the 30th June.

The children to whom I refer are in a classroom with a cement floor. They now have some blackboards and some electric light, but this is far from satisfactory. I was promised that the balance of the work would be in hand by the 30th June, but nothing has been done. I wrote to the department again, and the reply was that it was doing its best. I do believe that Mr. Barton, the Deputy Director, was doing his best. I was told, however, that the matter was with the Public Works Department and the Education Department did not know when the work would be carried out. That is an instance of where difficulties arise. Nothing was done in July and it is now August, and the matter is still not finalised.

I know of another case, which is outside my electorate, but which was reported to me. In this case not all the staff can sit in the teachers' lunch room at the one time. For a number of years they have been promised extensions to the building, but no extensions have been made. It is too hot in that room for them to use the heater which they have, and in 1965 a request was made for a strip heater. That request was not unreasonable and a strip heater would not be expensive. The headmaster has written every year since then, and several times during each winter, and each time he wrote he was told that the work had been approved and the strip heater would be installed. He was told not to worry because provision was automatically carried forward to the next year's estimates if the heater was not supplied by the end of the financial year. That is not good enough. By the time various clerks have sent correspondence backwards and forwards, more money has been spent in labour than would be required for the cost of the heater.

At another school the headmaster received a letter from the department pointing out that the wash basins had been covered with cupboards and stating that the Perth shire health inspector was

not happy with the situation. The department requested the headmaster to remove the cupboards.

The headmaster replied to the department and informed it that the department, itself, was responsible for covering the basins. He said he would be only too happy to use the hand-basins for their proper purpose if the department would remove the cupboards. He has heard nothing since.

These are some of the complaints which come to me, and they demonstrate where liaison is required between the Education Department and the Public Works Department. A completely new look is required at the administration in this section. Something has to be done so that it does not take at least six weeks for a member of Parliament to receive a reply to correspondence. Action has to be taken to decide whether the Public Works Department should handle education works, or whether the Education Department should retain some control. There needs to be a decision as to where the responsibility starts and finishes on the part of each section. It is not good enough to have this hurly-burly continue. It is a waste of time and effort, but this must inevitably result when a department is so top heavy.

The Premier, when he spoke about minority groups, may not have been very happy about such groups operating over the past five or six years in connection with the various freeways and roadways which are currently being foisted upon us in the metropolitan area. I can assure the Premier that unless he does something very soon about another river crossing, another group will be formed south of the river to bring pressure to bear upon him to do something to relieve the chaotic traffic conditions which exist on the Causeway and which will soon exist on the Narrows Bridge.

My first speech in this Parliament was related to the need for another bridge across the river, and I suggested it should go across at Burswood Island. That was in 1961. In 1963 the Premier promised that a bridge would be built at this point, and this brought some relief to the minds of the residents of the area. Later, in 1965, the Premier stated that he hoped the bridge would be built by 1970. Then, last year, he said that the Government was waiting on a report from De Leuw Cather & Co. who were conducting a general inquiry. When the matter was debated in this House I was told that the report would be available in June. However, June has come and gone and we have seen no evidence of a report.

I understand the report has not been completed. I hoped it would have been in the hands of the Government, at least, but I understand the firm of De Leuw Cather & Co. requires that the report be

sent to its head office in Chicago for checking. The final submission then goes to the Government for consideration, and I should imagine it will be at least six months before any decision is made on the next position for a bridge across the river.

The traffic flow across the Causeway during peak hours has increased to the point where the actual speed of vehicles is decreasing. It has decreased over the past year. This means that the traffic is banking up to the extent that the flow lessens and consequently there are traffic jams and longer periods of waiting. The total number of vehicles using the approaches to the Causeway, and the Causeway itself, has increased by 21 per cent. in the last 12 months. These figures were given to me by the Main Roads Department. Is it any wonder that people now find conditions on the Causeway are as chaotic as they were before the Narrows Bridge was opened?

The Narrows Bridge was designed, constructed, and brought into operation during the time of a Labor Government. Is it any wonder that the people who remember the days prior to the Narrows Bridge now say that the position is just as bad as it was then? Yet in eight years of office the Government has not been able to come up with a proposal for another bridge across the river. It has had plenty of time to do something. The Government cannot say that it is waiting to see what traffic peaks will be reached. A plan has to be brought into being very quickly because conditions in Perth are rapidly reaching the stage where people are becoming heartily sick of the delays which are occurring on the Narrows Bridge and the Causeway.

The traffic flow on the Narrows Bridge has almost reached its peak, and in 12 months' time the flow during the busy hours will actually slow down. This means there will be major delays during peak periods. We all know—those of us who come from south of the river—that it only needs a car to break down, or a relatively minor accident to occur, to cause the traffic to bank up for miles.

I never leave Parliament House before 6 o'clock, because I can get home in about 10 minutes at that time. But at 5 p.m. or 5.30 p.m., it can take me 25 minutes. Many other people also find that this is so. The Government has done nothing at all. A suggestion has been made that there could be another bridge across the river at Heirisson Island. That would mean a third bridge, and goodness knows what the approaches would be like at that point. I am sure a great many people will be watching with interest.

There must be some substance in this suggestion because the Government has paid \$85,000 for a block of land which is alongside the shopping area in Mill Point Road. When I say along-

side the shopping area, I mean close to it. It is not a good block of land; indeed, it is very poor. It is in a badly drained area, although it faces Scenic Crescent, and Ellam and Lamb streets. The Minister said the block had a frontage to Lamb Street, but Lamb Street is an unmade road as yet, so I do not think the Government got a very good buy when it paid \$85,000 for that block of land.

The relevant information listed in answer to a question would indicate that the price paid was reasonable, but when the other sites mentioned in the answer are considered, there is no comparison between them. The Government has bought the block of land and I would imagine that is a clear indication that there is likely to be a bridge across the river at that point.

I have been considering this question of roads and freeways generally, and I read through some of the files in the newspaper room. I came away with some very firm opinions. I think it was the member for Perth who, yesterday, suggested that the Opposition was taking an interest in this matter only to gain some political advantage. I suggest that if that is the reason we are interested in this matter, then the fact that the Premier has suggested the Government will have another look at the approaches to the southern leg of the inner ring road is for the very same reason.

The Premier has suggested that the report will be available in about six months. In about six months' time it will be February and we will probably have the elections in that month. At that time we will probably be told that a decision will be made after the election, and from the Government's attitude in the past, it is probable that no change will be made.

An outstanding impression I gained after my research into this question, was of the vast amount of money which had been spent. In answer to a question, the Minister for Works stated that the firm of De Leuw Cather & Co. has already received nearly \$200,000, and it is likely to receive well over \$500,000 before it finishes the work. That gives some idea of the amount of money being expended. Whether that money is being expended in the proper direction is an important and serious point. I would think that as the Government has spent this vast amount of money, we are entitled to ask for some reasonable plan to be made available.

The inquiries did not start only last year, or the year before; they started in 1961. I find reported in *The West Australian* of the 16th February, 1961, the headline "Government agrees to work switch road." If members cast their minds back to that time they will remember that the Narrows Bridge had then only recently been opened. I think it was opened on the 13th November, 1959.

The previous Government had expressed the intention of carrying out certain work to feed traffic onto the bridge. By the 16th February, 1961, the present Government had been in office for nearly two years but nothing had been done. In a newspaper of that date it was reported that a Mr. Leisch, a highly skilled engineer from the American consulting firm of De Leuw Cather & Co., had been engaged to report on the project, and the newspaper report went on to state—

He had approved of the overall planning and agreed that the switch road was well sited and should logically be given construction priority.

There was some further guff, and then another interesting paragraph which reads as follows:—

Because of the need to link the first stage with the final design in all associated aspects the Cabinet had authorised the M.R.D. to engage the consulting firm to assist the Department.

The firm would make available several highly qualified and experienced engineers for up to 18 months. Such qualified men were not available in W.A. and their presence would enable the M.R.D. to develop a scheme for the training of officers.

Of course, the query here is that if in February, 1961, a firm was engaged for 18 months, why is it still engaged at the present time? Did the Government, or the Main Roads Department, institute a plan for training its own officers? By now we should have learned enough from these experts—in something like six years—to enable us to carry out the work and make our own decisions. In addition, several engineers from the Main Roads Department have been sent overseas to look at the trends in highways and roadways generally; and I believe one engineer was sent to do a course at a university in the United States. Yet the firm of De Leuw Cather & Co. is still with us, as our overseas experts, advising us as to the best method of constructing our freeways.

The next report to which I wish to refer appeared in *The West Australian* of the 29th May, 1961, and it stated that Mr. Leisch said the western switch road was an excellent idea, well sited, and similar to expressways in some U.S. cities. The plan allowed for traffic to be brought into the city by radial roads and dispersed by the inner ring road system which would girdle the business centre.

Apparently this man arrived one day and he next day he was telling us that we had an excellent plan. No doubt some information had been sent to him; but I thought it was a fairly snap decision, after stepping off the plane, to say that we have an excellent system here and that he would just put it into effect for us.

Incidentally, this was the first public announcement concerning an inner ring

road, and this was in May, 1961. Two months later, after there was time for the American consultants to settle down, Mr. Brand said in a broadcast which was reported in *The West Australian* of the 27th July that the cost of the road plan could be £15,000,000—pounds, not dollars—and this cost was based on the advice given by the American consultants. He said a staff of about 30 Main Roads Department officers would complete plans and specifications for the switch road in one and a half to two years.

At the outside that would have taken it to July, 1963. The Premier was good enough to mention there that the ultimate need for a new bridge across the Swan River was already being considered and the morning peak traffic flows, at that stage, were increasing at the rate of approximately 10 per cent. per annum, and therefore, the amount of traffic would double completely within eight years. He said it would not be long before the causeway and the freeway would be at capacity.

Whilst there has been general mention of an inner ring road system, the first Press cutting I could find in regard to it was in *The Sunday Times* of the 1st July, 1962. This is one year and five months after the firm of De Leuw Cather & Co. had been engaged to give us its opinion. *The Sunday Times* article of that date expressed concern that the road was likely to take away some of the open space and would cut into a number of parks. Also, I believe the article expressed some concern regarding the future of the foreshore along Riverside Drive.

This matter had also been considered by the Adult Education Board. I said earlier this evening that it was a fairly conservative body when it came to the selection of films, but on this question it was right on the ball. I am sure this body expressed the opinion of a great number of people when Mr. Hew Roberts was quoted as saying—

It would be a tragedy if the foreshore along Riverside Drive and the Esplanade were destroyed. It's of more value than most people realise to have an open area in the city where young people can play after work or during the lunch hour.

Sir Harry Howard made a comment on the matter and pointed out that the switch road plan was now in the melting pot and might be altered from time to time. He said the regional planning authority could look to the Perth City Council for its advice on the switch road. So at this stage we still had a rather vague road system under consideration and the Perth City Council decided to throw its lot behind the regional planning authority, and, of course, that was desirable. However, two days later in *The West Australian*, under the headline, "Council objects to

ring road proposals," the following appeared as one of four major objections:—

It strongly protested against proposals for the taking of any part of the Supreme Court Gardens or the Esplanade Reserve.

That newspaper report is very interesting because of the views expressed by our city fathers. They were very much against any open space being used for roadways and against the Supreme Court Gardens or the Esplanade reserve being used for this purpose.

The plans which were released created a considerable amount of interest, and on the 6th July, 1962, *The West Australian* published an aerial photograph of the Perth area superimposed on which were lines showing where the northern leg of inner ring road would probably be located. Up to this stage very little had been said about the southern leg of the inner ring road; in fact, in researching this matter, I found that one of the most remarkable features was the small amount of information given in regard to the southern leg.

A very good booklet called *Freeway* was published by the Main Roads Department and it shows in some detail the work that is being done on the Mitchell Freeway. It shows the necessity, or the alleged necessity, for the huge mounds of sand which at times have been referred to, I understand, as Mt. Hutchinson; and it also gives some idea, by means of an artist's impression, what the area will be like when the work is completed in 1970 or 1971, I think.

One person commented to me that it was strange the department should be filling in this area and then digging it out to create artificial lakes. I said that no doubt it had something to do with the engineering difficulties. The point I wish to make, apart from congratulating the Government's public relations officers on the publication to which I have referred, and on some of the others they have put out—they certainly sell the Government very well, and to the Government they are worth every penny of the \$60,000-odd they are paid in salaries every year—is that there is no mention in the book of the southern leg of the inner ring road. Very early in the publication there is a brief superimposed drawing, in broad detail, of what is proposed, but the whole publication is directed to the western switch road, or the Mitchell Freeway, and it is only on the last pages, when one gets a bird's eye view of the glorious Perth of the future, that one can appreciate that the road must go somewhere to join up with the Causeway.

I do not know whether it was done deliberately, but during the whole of my research, I found little regard being paid to the southern leg of the inner ring road.

Mr. Ross Hutchinson: I think you know why that is so; because, as has been said, no final plans for it had been determined.

Mr. DAVIES: That, of course, is one of my complaints.

Mr. Toms: You have a road but you do not know where it is going!

Mr. DAVIES: After more than six years and an expenditure of \$200,000, no plan has been presented to us. Goodness me; the Minister knows what happened to the Perth City Council planner when he could not produce a plan in two years!

Mr. Ross Hutchinson: No detailed plans. I think they are being a bit unfair. In any case, you will probably applaud the Government's decision not to encroach on the river in this region.

Mr. DAVIES: We will come to that matter in due course. We find, in regard to this matter, the Premier making one comment and the Minister for Works making another, and so we get conflicting ideas as to what is to happen. However, I think I might comment here that *The West Australian* in its editorials has shown what I believe to be a most responsible attitude. It has expressed concern about resurrections and has kept telling the Government that it hopes those resurrections will be on a fair basis.

The newspaper has said it realises there must be some resurrections but, generally, it has pleaded for the river, and the city, not to become traffic-bound—to keep the traffic out of the city and, generally, to give consideration to keeping Perth the beautiful city which we all say it is and we all hope it will be in the future. I think early in the piece the paper expressed this concern and it has consistently expressed it since that time in its editorials.

I spoke earlier of my disappointment at the fact that no future plan had been made for another crossing of the river, but I was astounded to find in *The West Australian* of the 17th August, 1962, that the Premier had announced there were to be four new crossings over the river—not one, not two, not three, but four new crossings over the river. This, of course, pleased a number of people, and the map that accompanied the article showed a number of major highways leading out of the city: One through Leederville, one to Beechboro-Gosnells, and the Swan River drive. The Swan River drive indicated there would be two bridges crossing the river at Burswood Island, one linking up with a road running west of the south-west railway, and the other taking the Swan River drive back to the north bank of the river.

However, that plan must have been considered too expensive because I could not find any further report on the proposal to build four bridges across the river. But in the 1961-62 report of the Main Roads Department, mention was made of a river crossing at Burswood Island; and at this point the Leader of the Opposition and I might have had some difference of opinion, because I found he was

taking an 11-man deputation to the ex-Minister for Works (Mr. Wild), and Mr. Leach, the then Commissioner of Main Roads, to request that the bridge should be across the river from Point Walter to Point Resolution.

However, Mr. Leach was on my side, because he is reported in the *Daily News* of the 28th May, 1963, as having said that the first need was for a bridge at Burswood Island and preliminary earthworks might begin later that year. I believe this referred to minor earthworks. At that stage it was thought that a name should be given to the freeway and on the 5th June, 1963, it was decided to call it the Mitchell Freeway in honour of our late Governor, Sir James Mitchell.

There was some preparatory work started in July, 1963, and about the same time, I think, our Main Roads Department traffic engineer, Mr. C. D. Davies—who, incidentally, is no relation to the member for Victoria Park—was sent to the United States to investigate new trends in roadmaking in that country. At this stage it had been announced that the Mitchell Freeway would be opened in 1968, but subsequently, the then Minister for Works announced it had been necessary to re-timetable the programme and the freeway would not be opened until 1969. We know, of course, there has been a further re-timetabling and now it will not be opened until 1970 at the earliest.

About this time many people started to express a great deal of concern about the reclamation of the river, although there had been some objection about this when the Narrows Bridge was started and when we were informed that the building of the bridge would necessitate a further 90 acres having to be reclaimed. The matter was brought before Parliament in the dying hours of the session and we were given to understand that, once again, overseas experts had stated there was no alternative whatsoever and therefore Parliament could not delay the work for another summer but should pass legislation to allow the reclamation to proceed. As I have said, that was done in the dying hours of the session, despite the fact that suggestions had been made for the appointment of a joint all-party committee of members from both Houses to inquire into the plan.

At this stage it became fairly obvious to a number of responsible people that we were, perhaps, being led by the nose by overseas experts and it was suggested that a layman's view might be desirable, but of course the Government rejected the proposal to appoint a joint all-party committee. Some of the subsequent developments really astounded me. It was found there were a number of banks to be built on the river foreshore, some of which were to be between 20 and 32 feet high and these would, of course, block out any view of the river.

At that time we knew that the plans that had been laid on the Table of the House showed that further areas of the river would be reclaimed and we said, and have said since, the Government should examine alternative proposals rather than adhere to the plan that had been advanced; that is, to have the southern leg of the inner ring road extending along the river foreshore, either on Langley Park, as it now exists, or by reclaiming another 40 acres of the river. However, all our representations were to no avail.

When I say "our representations," I point out that not only the Opposition was making representations to the Government. There is a society, entitled the Society for the Preservation of the Swan River and King's Park, I think, which has as its objects to keep the river and King's Park unspoiled. That body was taking deputations to the Government at that time. Also, the Leader of the Opposition made representations to the Premier, but his reaction was firm on that occasion and has never altered.

We asked if a special session of Parliament could be called to discuss the matter. The Premier declined our request on that occasion, stating the Government had acted on the advice of expert overseas consultants. That was the reply to an approach made by Mr. Hawke in March, 1964.

It was a month or five weeks later when a deputation consisting of the then Leader of the Opposition, his deputy, and the then Leader of the Opposition in the Legislative Council, waited on the Premier with the Ministers and officers of the Main Roads Department and Town Planning Department present. On that occasion Mr. Brand said the Government intended to go on with the river reclamation. He said—

I cannot see that anything would be gained by delaying it for consideration by a committee of laymen—they would still have to ask the experts in the long run.

I think there was some need for laymen to put their views to the experts, because up to that time, and indeed even up to the present time, experts are still having their way. Throughout my research I cannot see that any approach has been made to obtain the opinions of laymen. I think it is only reasonable that at some stage laymen, whether they be expert or inexperienced, should be allowed to present their point of view.

Mr. Jamieson: Not all experts are right.

Mr. DAVIES: As I have said, the Premier stated that, irrespective of any pressure, the Government would go on with the reclamation and the ring road system as proposed.

The SPEAKER: The honourable member has another five minutes left.

Mr. DAVIES: Thank you, Mr. Speaker. I think the history since then is well

known to everybody. I find that the departments have done a considerable amount of work and I am not decrying the Main Roads Department or the Town Planning Department in any way.

I find that in 1963 the Main Roads Department had 293 persons on its staff. I have taken these figures from the annual report. At the end of June, 1963, there were 293 people employed by that department. In 1966, there were 559 persons on the staff of the department, an increase of 266 in three years. Included among the officers making up that increase of 266, there were 35 accounting officers who had been transferred from the Public Works Department, and 83 field officers who had been upgraded from the wages to the salaried staff. Nevertheless, excluding those 83 officers, the staff of the Main Roads Department had still increased by 148 in three years.

So one cannot say the Government did not afford the department sufficient staff to carry on the work it was doing. If we look at the Town Planning Department, which embraces the Metropolitan Region Planning Authority, it will be seen that, in 1963, there were 41 people on the staff, but in 1966 the staff had increased to 75, an increase of 34 persons in three years, which is almost double the original number. I obtained those figures from the Public Service lists.

The fact remains that with all the experts imported and the opinions received; with all the advice that has been given, the Government still has not produced a plan. Now, at this stage, when we are within six months of an election, and when the Government knows the feeling of a large portion of the population, it says it will have the position examined.

The member for Perth said the Opposition was raising this subject only for political reasons. But what is the Premier doing? He is only playing at politics. The evidence is there that in six years there is no plan, but he now has the temerity to suggest that within six months the Government will have a plan. I do not believe him.

#### *Amendment to Motion*

The Government has a great deal to answer for in regard to this matter, Mr. Speaker, and I think an addendum should be made to the Address-in-Reply. I therefore move—

That the following words be added to the motion:—

However, we the members of the Legislative Assembly wish to inform Your Excellency of our great concern that in connection with the Mitchell Freeway project, the Government intends to proceed with the construction of the Narrows interchange according to the existing design, and refuses to halt construction of any portion, particularly of that which is intended to connect with the proposed southern link of the ring road system.

**MR. TONKIN** (Melville—Leader of the Opposition) [4.56 p.m.]: The member for Victoria Park made out a very strong case which would justify his moving a motion of this kind, and I propose to support him strongly in what he has said in the hope the Government will be obliged to reconsider its attitude towards this matter and will halt construction, if there is any sincerity in the Premier's undertaking that a reappraisal is to take place.

There have been two ministerial statements on this matter. Firstly, we were told there was to be a reappraisal of land use. ~~Just~~ Recently, we had a statement there was to be a reappraisal of the inner ring road system as this was considered to be necessary. If there is to be a reappraisal of the inner ring road system, what is the object of it? Is it intended that if the reappraisal indicates some substantial alteration, revision will take place, or is it just to be a mental exercise? If it is not intended to halt construction, and this reappraisal takes the six months the Premier anticipates will be the minimum period, will it not be a tremendous waste of public money if what is done during that period of six months has to be undone because a reappraisal suggests some other method of dealing with the situation?

What good is any reappraisal which shows a revision to be desirable and essential, if it is not carried out? It just does not make sense to continue, at the same rate, construction of traffic interchanges and freeways whilst a reappraisal is taking place if it is not intended that any notice will be taken of the findings of such reappraisal.

I asked a question on the 1st August as to whether the Government would halt construction, and I was informed it would not. The question, which appears on page 23 of this year's *Hansard*, is—

If construction of the Narrows interchange is continued in accordance with existing plans, will not construction of the southern leg of the proposed ring road system be inevitable with consequent reclamation of the river or considerable encroachment on Langley Park or the strip of park between the road and the river?

The reply of the Minister was—

No. The Government has decided that there should be no reclamation of the river eastward from the Narrows interchange as envisaged by the Leader of the Opposition when he was Minister for Works.

Construction of the Narrows interchange in accordance with existing plans can be considered independently of final plans for the southern leg.

If, however, Parliament were to agree to a change in the region scheme the southern leg of the pro-

posed ring road system could be downgraded below freeway standard without reclamation of the river or serious encroachment on Langley Park. If such a solution were adopted there would be spare capacity in parts of the Narrows interchange.

I expect that this spare capacity would be wasteful or unnecessary expenditure, because it would be capacity which could not be used, so what is the sense of that? It seems to me to be imperative—if there is any sincerity in the Government's action to have a reappraisal—that work should stop until such time as we are able to ascertain whether or not we are going the right way. Before I leave the answer given by the Minister, I ask him what justification he had for saying that I envisaged the reclamation of the Swan River between Heirisson Island and the Narrows interchange.

**Mr. Ross Hutchinson:** Because you agreed to the plan when you built the Narrows Bridge, and this is something of which you are very proud. It was anticipated at that time the plan would be continued on the southern leg.

**Mr. TONKIN:** How would the Minister know what I envisaged? Is there any approval from me anywhere in the files of the department of any proposed reclamation of the area in question?

**Mr. Ross Hutchinson:** I asked you a counter question.

**Mr. TONKIN:** The Minister is not here to ask me questions.

**Mr. Craig:** You ask him questions and expect him to give a reply!

**Mr. TONKIN:** As the Minister has made a charge which he cannot substantiate, I am entitled to ask him the grounds upon which he made the allegation. I suggest it was a pure guess on his part. The Premier declined to make available to me a certain paper which he showed to a newspaper reporter and on which he had discussions with the reporter in the presence of the Commissioner of Main Roads. The Premier made the statement that the Government was determined this plan was to be put into operation. However, the plan was not made available to me, on the grounds that it was a tentative plan. The Minister is no more entitled to say that I envisaged the reclamation of this area—

**Mr. Ross Hutchinson:** I believe you did.

**Mr. TONKIN:** The Minister believes I did, but he tells us many things which are not true. The obligation is on him to produce some evidence.

**Mr. Ross Hutchinson:** The evidence is down there.

**Mr. TONKIN:** Never mind about that. The Minister should produce the evidence, but he cannot do so.

**Mr. Ross Hutchinson:** You will not give me the opportunity to produce it.



Mr. TONKIN: To make statements is not to produce evidence.

Mr. Ross Hutchinson: The evidence is down there with all the reclaimed land at the end of the Narrows Bridge. We can all see the evidence. That is the sand which, during the last election, you said you would excavate.

Mr. TONKIN: I challenge the Minister to produce any evidence that I approved of the reclamation of the river area in question. This is a very important project, not only to Perth, but to Western Australia. The problem of traffic conflict is not new or unique to this State. It has worried the authorities all over the world, and it is not the sort of thing one rushes into, because what is being done today to our capital city is not to last for 25 or 50 years, but for at least 100 years before any alteration is required; that is if, initially, the construction is undertaken properly.

In other parts of the world the authorities have regarded this question so seriously that they have appointed special groups of world experts to advise Governments as to what should be done.

Mr. Ross Hutchinson: At one moment you do not like consultants, but at another moment you do.

Mr. TONKIN: A mere assertion from the Minister without any evidence; and it is so easy to do that. In 1961 Ernest Marples, who was then Minister for Transport in the British Government, appointed a study group to go into this question. In order to assist the study group he appointed a steering committee, of which the chairman was Sir Geoffrey Crowther and his second in charge was Sir William Holford. These are two men with the highest possible qualifications and prestige in this field. It would be well for the Minister to study the report of the steering committee and the study group in order to appreciate that freeways and ring roads are not necessarily the solution to the traffic problem, as has been revealed in other parts of the world.

Mr. Ross Hutchinson: What are the authorities in Britain doing now?

Mr. TONKIN: If the Minister will give me time I shall tell him.

Mr. Ross Hutchinson: I hope you know!

Mr. TONKIN: It seems to me that instead of paying De Leuw Cather & Co. \$500,000 on an hourly basis, it would pay the Government to put in charge two or three men like Crowther or Holford and pay them \$20,000 a year to retain them on a permanent basis. By doing that the State would not only save money but would receive better advice.

Mr. Craig: What are the criteria on which you base the statement that the State would be better advised?

Mr. TONKIN: By making comparisons.

Mr. Ross Hutchinson: Where in Britain—

The SPEAKER: Order!

Mr. Ross Hutchinson: —are the traffic problems intensified?

Mr. TONKIN: The Minister wishes to make a speech. I suggest the time to have done that was after the member for Victoria Park sat down. He has all the answers. It has been said by the steering group and the study group that the design process requires a new outlook. It requires a new synthesis of professional skills for designing roads and buildings. The two things should be done in conjunction.

It is necessary to reconcile accessibility with environment. This is something which apparently is not being done at the present time. In the report of the steering group and the study group, the members made use of this phrase, "A brutal disregard for the appearance and the amenities of the cities they serve." They were referring to the construction of various kinds of roads. How well we can apply that to the situation in Western Australia! If one looks at what is going on in the vicinity of Parliament House and at the Narrows traffic interchange, one can see how applicable is the phrase, "A brutal disregard for the appearance and the amenities of the cities they serve."

Many people seem to have a fetish that if the authorities are not building many access roads, motorways, and roundabouts, they are not making adequate provision to handle traffic. In the U.S.A. the authorities have had to adopt a number of measures, and one was to decant part of the population to the fringes of the cities. To some extent that is taking place in Perth where firms, like Boans and others, have opened up sections of their businesses in the suburbs and have gradually moved out. In the United States this was done in a large way in order to remove the congestion and the necessity for a large number of commuters to go into the city each day. Many of the work places in the centres of the cities in the U.S.A. were evacuated to the periphery; and sooner or later the same will be forced upon this State, so that it will not be necessary to bring workers into the heart of the city each morning.

According to Sir Geoffrey Crowther, many Americans are now beginning to doubt whether a motorway policy provides the final solution. De Leuw Cather & Co., being an American firm, ought to be familiar with that trend of thinking in the U.S.A. Sir Geoffrey Crowther made it clear that the members of his committee made a very thorough study of what was taking place in other parts of the world. He made a very definite statement

that many Americans were coming to doubt whether the motorways and freeways provided the final solution.

He went on to say that each new motorway seemed to call into existence new traffic sufficient to create new congestion. He gave an example of what happened in San Francisco where the authorities were obliged to establish satellite cities in order to do away with the building of a motorway which required the building of another motorway which required the building of still another motorway. From that experience they turned to the building of satellite cities.

Sir Geoffrey Crowther went on to say that there were widely differing views expressed in the U.S.A. about the success of freeways; and that some people contended they would never solve the problem, because they became congested as fast as they were built. Engineers have told me with regard to the existing plan in Perth that the Mitchell Freeway will be a freeway in name only, because the faster the traffic on the road, the fewer cars per mile it will accommodate, and so there will be a cluttering up of cars. The speed will be reduced in order that more cars may be accommodated; and as the demand for more accommodation reduces the speed, the freeways become freeways no longer and they will not carry the traffic as fast as an ordinary service road.

Now the freeway is designed to speed up traffic, not for the purpose of slowing it down. I gathered from reading the report of both the steering committee and the study group in Great Britain that their opinion was it was becoming generally accepted that freeways were by no means the whole answer to urban transportation.

An inquiry was held in Washington and a report was issued by the National Capital Mass Transportation Authority, and this will probably surprise you, Mr. Speaker, if anything will surprise you. It recommended a curtailment of the freeway programme in favour of an electric subway. Most of us, if not all of us, know there has been extensive construction of freeways in the United States and so we must gather that from the experience there they have come to the conclusion that freeways are not a success; and so this report of the authority, specially drawn up to deal with this subject, actually recommended a curtailment of the building of freeways.

One of the arguments was that they sever the areas through which they pass; and we can see what would happen here if a freeway were built where it was intended to go until the Government ordered this reappraisal—and where it still may be intended to go. It would sever the city from the river. That has been the experience elsewhere and it will be our experience.

A very good example for us to have a look at is what happened in Stockholm.

That is a city of approximately 1,000,000 people and so it is a little larger in population than Western Australia. As the bulk of our population lives in the metropolitan area I think it is a good example to take in considering our problems. It seems that Stockholm is again the closest of any city in adequately dealing with the problem of the motorcar; and those concerned in that city base their planning primarily on a new underground railway system which they subsidise in order to get the people to use it.

Put another way, they do not charge a fare which would be sufficient to enable the system to run at a profit; but the Government deliberately runs the service at a reduced fare in order to encourage the people to use it. It has found that is sound economics. Although it may cost it money in subsidising the fares, it is saving it in a number of other directions, principally in the construction of roads and in the loss of time which results from congestion on the roads.

One factor to keep in mind, and it is important in considering this question, is that no other city in Europe has a higher car ownership ratio than Stockholm, yet it has been able, with this railway system, to encourage people to use public transport successfully in grappling with this problem.

Mr. Craig: The ratio would be less than what it is here though.

Mr. TONKIN: It might deteriorate. I am dealing with the present situation and using as an example the fact that a town with 1,000,000 people has been able to do a good job with regard to this problem and it has not done it by building extensive freeways and inner ring roads.

On ring roads—and it is with that subject I am principally concerned at the moment—the report of Sir Geoffrey Crowther and Sir William Holford and others is very instructive and illuminating. This idea of an inner or outer ring road gradually grew up from a desire to accommodate the traffic from radial roads. It seemed to be a natural development and it was followed without any proper inquiry as to the efficacy of such a method. It seems that now the thinking is inspired as a result of two basic thoughts. There is the desire to relieve the congestion in the centre of the city; and there is the supposition that some kind of circumferential route will enable the traffic to go from one outer district to another.

To have the position more clearly before us, let us consider it again. The two reasons for inner ring roads, which to some justify their construction, are (1) that inner ring roads will relieve the congestion in the centre of a city by finding a way through which the vehicles can move out; and (2) that they provide a circumferential route around the city

which will enable vehicles travelling from one place to another to pass by.

How much congestion in the centre of the city will our proposed inner ring road relieve? Does anyone know? Has any investigation been made of this? Has any finding been published with regard to this aspect of inner ring roads? I have not seen any.

Sir Geoffrey Crowther says that there is a general idea that these inner ring roads will provide the solution to the main traffic problem; but then he goes on to say with regard to these roads generally what I have just said with regard to our own proposal—that there has been no attempt to define the relief which can be expected, nor to set up any standard whereby it can be judged whether the relief given is likely to be worth having. Surely that is a test which ought to be applied to our own proposal here; and in this reappraisal which is now taking place, these ought to be some of the questions that De Leuw Cather & Co. should be called upon to answer—whether the existing proposals for our inner ring road will provide relief; upon what standard is it determining whether there will be relief or not; and whether this relief which it envisages, or may envisage, will be worth having at the cost. I do not think that company ought to be allowed to dodge these questions, because they are some of the basic questions in the construction of inner ring roads.

If we come to the second important factor—the circumferential route for through traffic—what is the justification for bringing through the city, along the riverside, traffic which does not want to go to the city at all but which is making for Kwinana or Wanneroo? Why clutter the city up with that? Why build a freeway to accommodate that, if that is to be one of the purposes of the inner ring road?

It seems to me that this question needs more than a reappraisal. It requires a thorough investigation in order that we may be satisfied that the two basic reasons for the construction of inner ring roads are there, and that it will give us commensurate relief for the cost involved. I very much doubt it will.

Mr. Rushton: It is only a part of the whole road system that we know about.

Mr. TONKIN: Sir Geoffrey Crowther went on to say with regard to inner ring roads, that the actual contribution which they make towards relieving congestion in the centre is extremely doubtful—not just doubtful, but extremely doubtful. These were not laymen passing an opinion on road construction, but highly qualified men and, I would say, equal in ability and experience to any men who can be found anywhere in the world, and so their opinions on a matter of this kind must be respected. If they are of the opinion that the relief

which an inner ring road will give to the centre of a city is extremely doubtful, then we should be having a very thorough look at the situation before we continue to spend these millions which the Government proposes to spend.

It seems to me that this is a case of follow the leader in many respects. Because in a number of countries they have thought it desirable to build inner ring roads, then we have to have one. They have become a standardised pattern irrespective of whether or not they will do the job.

I was very impressed, as far as a layman can be impressed on matters of this kind, with the proposal put to the Government by a number of architects, and probably it was this proposal which caused the Government to have a reappraisal. Members will know that it was basic to the idea which was put forward by these architects that there should be no southern leg to the proposed ring road system and that instead of the northern leg being left to wither and die, that was the one which should be developed, and that through traffic which would not want to go into the city at all should be taken around north of the city.

If that were done, the need for the southern leg would not exist, because the southern leg would not relieve the congestion in the centre of the city. If the need to carry bypass traffic is removed, it is not needed at all.

Mr. Ross Hutchinson: Would you tell me whether you believe there should be any connection at all between the Narrows interchange and the Causeway?

Mr. TONKIN: Any connection at all?

Mr. Ross Hutchinson: What sort of road connection would you suggest?

Mr. TONKIN: An ordinary service road connection—

Mr. Brand: How wide?

Mr. TONKIN: —but not a freeway to carry through traffic.

Mr. Brand: Define the difference!

Mr. TONKIN: This is elementary. The difference between an ordinary service road and a freeway is elementary, and I do not propose to spend any time discussing it.

Mr. Brand: At what capacity in each case?

Mr. Williams: One, two, four, six, or eight?

Mr. Ross Hutchinson: As big as it is or a little bigger?

Mr. TONKIN: Instead of the slavish adoption of an inner ring road, the Government should be sincere in this matter and have it properly investigated. I have very serious doubts about what the Government intends to do, for the reason I used when I commenced to speak. If the Government were sincere in endeavouring to find the correct answer, it would

not in the meantime continue construction on the existing plans, because it would know full well that in so doing it might be wasting quite a lot of money.

Mr. Ross Hutchinson: You have the answer to it.

Mr. TONKIN: The Minister has the answer for it.

Mr. Ross Hutchinson: You quoted the answer earlier in your speech.

Mr. TONKIN: I have not quoted the answer at all.

Mr. Ross Hutchinson: It will have spare capacity.

Mr. TONKIN: I understood this was to be a reappraisal of land use and an inner ring road. I mention that the inner ring road does not only mean the southern leg. Therefore, the whole ring road system would be involved in a reappraisal.

Mr. Brand: The whole plan is reappraised.

Mr. TONKIN: If the construction is to proceed for six months in the meantime and then some new system is recommended, the expenditure will be wasted. To me it rings a hollow note that one should undertake a reappraisal and contemplate a possible revision without taking steps to see that there is no wasteful expenditure in the meantime.

Perhaps, Mr. Speaker, you will permit me to use a parallel argument and allow me to quote the situation with regard to stamp duty in order to show the difference between a review and a revision.

The Premier was at some pains the other evening to make it clear to me that a promise which he gave to certain business institutions, which sought a revision of the stamp duty tax, was that he had not promised any revision, but what he had promised was a review. Accordingly, I want to know whether that is all we are being promised with regard to the ring road. Are we being promised only a review, or are we being promised a revision if a review shows such to be necessary? I think that is a fair question.

Mr. O'Neil: Is a ring road a freeway?

Mr. TONKIN: The proposed ring road system as it is now planned is a freeway. If the Minister for Housing has any doubt I suggest that he ask the Minister for Works.

Mr. Ross Hutchinson: You reveal very clearly a great deal of pique at the Government's decision not to reclaim that strip of river, I feel.

Mr. TONKIN: Pique!

Mr. Ross Hutchinson: That is, perhaps, too gentle a term.

Mr. TONKIN: Whatever faults there may be in my make-up—and I admit to having plenty—I am never one who experiences any pique, because that is puerile. One might say that if I felt that way, I would never be disposed to give

any credit where it was due. The Minister for Works can quite easily recall that the other evening I had no hesitation in telling the Minister for Housing he was a good Minister. If I had any pique—

Mr. Brand: He is spoiling you now.

Mr. TONKIN: —at what the Government had done, I would refrain absolutely from giving any praise at any time. That is not the question at all. What I am endeavouring to do now, as far as lies within my power, is to ensure that this city is not ruined by the stupidity of an attitude which prevents anybody from changing his mind.

The SPEAKER: The Leader of the Opposition has another five minutes.

Mr. TONKIN: Mr. Speaker, you will recall that I have never at any time endeavoured to shirk my responsibility for the reclamation which was involved in connection with the Narrows Bridge, nor for the reclamation which immediately followed it, because I admitted it was part of the plan which I was prepared to put into operation. However, I also said that if I had the same opportunity again, I would not do it, because it was a mistake. I repeat that it was a mistake.

Mr. Rushton: Do not go back on it.

Mr. TONKIN: However, that is no reason why we should go on perpetuating mistakes and making more of them.

Mr. Ross Hutchinson: But your solution was to dig it out.

Mr. TONKIN: Had we become the Government, I would have carried away the sand which the Minister for Works had put there up to that time, because I had no intention of providing spare capacity on the Narrows interchange as the Government intends to do.

Mr. O'Neil: I hope you would not have carted it back through my electorate.

Mr. TONKIN: I had made up my mind where I could make use of it and thereby make available a lot of good land for people who wanted to build houses. Therefore, it would not have been an economic waste, and I ask the Government to make no mistake about that. Every time I drive over the area now and see "Mt. Hutchinson" I am appalled at what the city is being made to look like.

Mr. Ross Hutchinson: When did you arrive at the thought—

Mr. TONKIN: I ask the Minister for Works not to take up my five minutes. I strongly support this amendment to the Address-in-Reply, because this situation calls for action so that we can have not only a review but a revision. I trust that members will see it likewise.

Debate adjourned, on motion by Mr. Ross Hutchinson (Minister for Works).

*House adjourned at 5.39 p.m.*