

The last member who spoke to the Bill was Mr. Strickland, who mentioned certain disabilities associated with the north. He too spoke about roads and of the loss incurred by the State Shipping Service. He justified that loss by pointing out the service that State ships provide for people in the north. This is another example of the Government having sufficient money to ensure that the service continues.

The Government of the day has a sense of responsibility and it must ensure that services are provided in the best possible manner. The Government has to plan for the future. No Minister—and I am sure Mr. Strickland will appreciate this, because he was a Minister in the previous Government—receives as much money as he would like for his various departments, if he wishes not only to cope with the demands of those departments but also to provide for the future and for the ever-increasing services of the State. These are things that we all hope to achieve.

I should like to thank members for the reception given this Bill.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

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

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [9.19 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 11th August.

House adjourned at 9.20 p.m.

Legislative Assembly

Wednesday, the 5th August, 1964

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

MEMBERS OF PARLIAMENT

Attendance at Service of Intercession and Dedication

THE SPEAKER (Mr. Hearman): I desire to inform the House officially that this day, accompanied by many honourable members, I attended a service of intercession and dedication invoking Divine Guidance upon members of Parliament in Western Australia, in St. George's Cathedral, Perth, sponsored by the Dean and Chapter.

This being the first of such services held in the history of this Parliament, I felt that the occasion should be recorded in the journals of the House.

QUESTIONS ON NOTICE

CROSSWALKS

Parking Alongside: Prohibitive Regulation

1. Mr. GRAHAM asked the Minister for Transport:

- (1) When did the regulation come into effect prohibiting the parking of vehicles within 20 feet of the approach to marked pedestrian crosswalks?

Number of Pedestrian Accidents

- (2) Since that date, how many accidents involving pedestrians have resulted in—

(a) death;

(b) injury;

at marked crosswalks in streets in the heart of the city where vehicles have continued parking adjacent to the approach side of such crosswalks?

- (3) For a similar period prior to that date what were the respective figures?

- (4) For the same two periods respectively, what have been—

(a) the death, and

(b) the injury

figures as related to pedestrians elsewhere in the metropolitan area?

- (5) Is there anything on any departmental files indicating that any Minister at any time gave approval to the 20 feet restriction applying in the central city area?

- (6) If so, what are the details?

Ministerial Statement and Amendment to Regulations

- (7) As there has been over a considerable period of time controversy on both the intention and the legal situation, why has he not made a definite statement and, if necessary, amended regulations in order to clarify the matter?

- (8) Will he do so now?

- (9) If not, why not?

Mr. CRAIG replied:

- (1) The 21st December, 1959.
- (2) to (4) This information is not readily available but will be supplied to the honourable member as soon as possible.
- (5) and (6) It is understood that, when the new system of parking was introduced in the central city

area in November, 1956, which system provided, *inter alia*, for the marking of car stalls, no provision was made for the 20 feet parking prohibition on the approach side of pedestrian cross-walks.

- (7) to (9) The Perth City Council Vehicle Parking Committee was informed on the 10th July of my intention to apply the regulation prohibiting the parking of vehicles within 20 feet of pedestrian cross-walks but action to enforce this decision would not be taken until the council had the opportunity of reconsidering its previously expressed opinion and to make any consequential adjustments to existing parking arrangements.

BUILDING SOCIETIES GRANTED HOUSING FUNDS

Directors, Principal Officers, and Amounts Received

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

- (1) Who are the directors and principal officers of each building society to which allocations of housing funds are to be made this year?
- (2) When did each such society respectively first make application for funds?
- (3) When did each such society first have an allocation of funds made in its favour?
- (4) What other societies have made application and when were their first applications lodged?
- (5) Which of these have received grants, in what years, and what were the amounts each received?

Mr. ROSS HUTCHINSON replied:

The answers to the questions are as follows:—

	(1)	(2)	(3)
(a) Perth Building Society	1957	1957-8	

Directors—

H. K. Watson, M.L.C.
G. F. Gadsdon,
J. C. Rowsell,
M. M. Nathan,
K. C. Lissiman,

Manager—

H. W. Sorenson.

(b) The West Australian Savings & Building Society	1957	1957-8	
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Directors—

Mr. A. S. Chipper,
Mr. M. Inverarity,
Mr. B. A. Roche,
Mr. A. J. Wynne,
Mr. J. W. Armstrong,

Manager—

Mr. W. E. Johanson.

(c) The Bunbury Building Society	1957	1957-8	
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Directors—

Mr. C. E. Jenour,
Mr. W. E. McKenna,
Mr. H. R. Golding,
Mr. H. G. Larkins,
Mr. H. J. Thomas,
Mr. H. D. Johnston,
Mr. E. H. Johnston,
Mr. E. H. Johnston,

Secretary—

Miss B. Dures.

(d) The Home Building Society	1957	1957-8	
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Directors—

Sir Frederick
Samson,
Mr. P. R. Boele Van
Hensbroek,
Mr. R. E. Calthrop,
Mr. N. de B.
Cullen,
Mr. C. F. Gooch,
Mr. W. J. Loader,

Secretary—

Mr. A. J. Dollin.

(e) The Scottish Loan Investment and Building Society	1959	1959-60	
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Directors—

Mr. R. Cox,
Sir Edward W.
Hayward,
Sir Sidney B. Pope,
Mr. R. B. Twogood,
Mr. R. S. Turner,

Secretary—

Mr. J. H. Dunstan.

(f) The Metropolitan Building Society	1958	1958-9	
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Directors—

Mr. T. C. Morrell,
Mr. R. J. O'Connor,
M.L.A.,
Mr. P. W. R. Travers-
Drapes,
Mr. P. P. Slattey,
Mr. J. T. Cawley,
Mr. A. J. Taylor,

Secretary—

Mr. M. T. Vernon.

(g) The Community Building Society	1959	1958-9	
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Directors—

Mr. W. L. Thorn,
Mr. A. R. A. Wallace,
Mr. I. R. Gunning,
Mr. T. H. Palmer,
Mr. R. M. Morris
Fairbrother,

Secretary—

Mr. A. W. Ferguson.

(h) The Australian-Netherland Building Society	1958	1958-9	
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Directors—

Mr. L. G. Schouten,
Mr. A. F. Van
Halvoort,
Mr. L. B. J. Roberts,
Mr. R. L. Cents,
Mr. W. L. Thorn,

Secretary—

Mr. A. W. Ferguson.

(i) The Terrace Building Society	1963	1964-5	
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Directors—

Mr. H. J. T. Stables,
Mr. K. G. B. Brown,
Mr. N. A. Harris,
Mr. A. J. Johnston,
Mr. A. E. N. Smith,

Secretary—

Mr. G. J. Igloi.

- (j) The Postal Employees Building Society 1964 1964-5
 Directors—
 Mr. R. F. Power,
 Mr. J. Knight,
 Mr. J. R. Sewell,
 Mr. L. S. Dawson,
 Mr. A. M. Donnelly,
 Secretary—
 Mr. G. J. Iglol.
- (k) The Railway Employees Building Society 1964 1964-5
 Directors—
 Mr. F. J. Merrifield,
 Mr. D. G. May, M.L.A.,
 Mr. F. B. Bone,
 Mr. H. Kingston,
 Mr. P. A. Wilson,
 Mr. R. Anderson,
 Secretary—
 Mr. G. J. Iglol.
- (l) The Migrant Building Society 1962 1962-3
 Directors—
 Mr. R. Cleaver,
 M.H.R.,
 Mr. D. J. Siggers,
 Col. B. H. Walter,
 Mr. W. Harwood,
 Mr. S. T. Main,
 Secretary—
 Mr. D. J. Siggers.
- (m) The Mosman Building Society 1962 1962-3
 Directors—
 Mr. R. A. Wallace,
 Mr. L. J. Richards,
 Mr. E. Brook,
 Mr. C. E. Eacott,
 Mr. S. J. Brown,
 Secretary—
 Mr. S. J. Brown.
- (n) The Ascot Building Society 1962 1962-3
 Directors—
 Mr. P. D. Massie,
 Mr. J. Scott,
 Mr. V. G. Hall,
 Mr. R. O'Connor,
 Mr. S. J. Brown,
 Secretary—
 Mr. S. J. Brown.
- (o) The Police Union Building Society 1963 1964-5
 Directors—
 Mr. I. R. Gunning,
 Mr. H. L. Taylor,
 Mr. M. L. T. Wright,
 Mr. B. J. Clarke,
 Mr. J. L. O'Sullivan,
 Secretary—
 Mr. S. J. Brown.
- (p) The R.S.L. Building Society 1962 1962-3
 Directors—
 Mr. R. J. Stoddart,
 Mr. W. S. Lonnie,
 Mr. G. K. Baron-Hay,
 Mr. E. C. Townsend,
 Mr. J. A. Rolfe,
 Secretary—
 Mr. G. S. King.
- (q) The Security Building Society 1962 1962-3
 Directors—
 Mr. N. C. Mullins,
 Mr. R. J. Lynch,
 Mr. G. S. King,
 Mr. R. F. Elliot,
 Mr. J. Sinclair,
 Secretary—
 Mr. G. S. King.
- (r) The Allstate Building Society 1961 1961-2
 Directors—
 Mr. N. J. E. Soutar,
 Mr. M. R. Watson,
 Mr. C. W. Smith,
 Mr. C. F. Gooch,
 Mr. A. J. Barblett,
 Secretary—
 Mr. C. F. Gooch.
- (s) The Teachers Building Society 1963 1963-4
 Directors—
 Mr. N. G. Sampson,
 Mr. A. J. Jackson,
 Mr. R. G. Moore,
 Mr. J. M. Currie,
 Mr. R. C. S. Darragh,
 Secretary—
 Mr. C. F. Gooch.
- (t) The South West Co-Operative Building Society 1963 1963-4
 Directors—
 Mr. M. Williams,
 M.L.A.,
 Mr. M. K. Richard,
 Mr. D. C. Foster,
 Mr. R. Withers,
 Mr. R. J. Larsson,
 Secretary—
 Mr. C. F. Gooch.
- (u) The Premier Building Society 1961 1961-2
 Directors—
 Mr. C. J. Williams,
 Mr. R. J. Earl,
 Mr. S. A. Davenport,
 Mr. W. K. Higgs,
 Mr. A. R. Bridge,
 Secretary—
 Mr. K. E. Holten.
- (v) The W.A. Carpenters Building Society 1958 1958-9
 Directors—
 Mr. H. F. Tonkin,
 Mr. S. G. Norwood,
 Mr. T. W. Henley,
 Mr. J. F. Wilson,
 Mr. W. McGee,
 Mr. L. A. Park,
 Mr. H. B. Ibbotson,
 Mr. J. Tickel,
 Mr. T. Henderson,
 Mr. F. J. Lightbody,
 Mr. R. A. Ball,
 Mr. A. J. LeMalstre,
 Mr. F. Coleman,
 Secretary—
 Mr. R. W. Clohessy.
- (w) The Albany Building Society 1958 1958-9
 Directors—
 Mr. K. Plowes,
 Mr. T. R. Kennedy,
 Mr. K. G. A. Schulse,
 Mr. C. H. Sattler,
 Mr. A. J. Morgan,
 Secretary—
 Mr. L. J. Lively.

(x) The Northern Building Society 1961 1961-2
 Directors—
 Mr. A. E. Blenkinssee,
 Mr. S. P. Hall,
 Mr. W. J. Hewitt,
 Mr. J. C. Hanson,
 Mr. R. Martison,
 Secretary—
 Mr. J. C. Hanson.

(y) The Family Building Society 1963 1964-5
 Directors—
 Mr. G. G. Pilkington,
 Mr. F. R. Blakiston,
 Mr. J. B. Van Praag,
 Mr. F. J. Briggs,
 Mr. C. F. Dwyer,
 Mr. J. A. Mazza,
 Secretary—
 Mr. J. G. Van Praag.

(4)

(5)

	1958/9	1959/60	1960/61	1961/2	1962/3	1963/4
UNITED (previously Beaumont) 1958	35,000	63,000	40,750	.....	50,000	30,000
CIVIC 1960	.....	.....	41,250	63,750	33,000	30,000
WESTLAND 1958	35,500	.....	40,000	65,750	.....	.....
UNIVERSAL 1961	.....	.....	.....	60,000	.....	.....
BRITISH 1961	.....	.....	.....	60,000	.....	.....
ESPERIA 1961	.....	.....	.....	.....	.....	50,000
EQUITABLE 1964	.....	.....	.....	.....	.....	nil
PROVINCIAL 1964	.....	.....	.....	.....	.....	nil

(4) and (5)—There are other Permanent and Terminating Societies which have been registered for some time, but are, as yet, inoperative as they have raised no Private Funds under the Housing Loan Guarantee Act or specifically requested allocation of Commonwealth/State Funds.

FERTILISER DISTRIBUTION

New System

3. Mr GAYFER asked the Minister for Transport:

- (1) Are investigations being undertaken to devise a more efficient and economical system of fertiliser distribution in this State with particular regard to handling in bulk?
- (2) If so, who comprises the committee that has been set up to carry out these investigations?
- (3) Has this committee made any recommendations as yet?
- (4) If so—
 - (a) is it envisaged that bulk distribution centres will be established at strategic points throughout the agricultural areas of Western Australia;
 - (b) is it proposed to allow farmers to take delivery from these depots if and when erected?
- (5) If not, would he cause these latter two points to be investigated?

Mr. CRAIG replied:

- (1) Yes.
- (2) Representatives of the:
 Department of Transport.
 Department of Agriculture.
 Farmers' Union of W.A.
 Co-operative Bulk Handling Limited.
 Cuming Smith & Mount Lyell Fertilisers Ltd.
 Cresco Fertilisers (W.A.) Ltd.
 W.A. Government Railways Commission.
 W.A. Road Transport Association.

(3) No.

(4) Answered by No. (3) above.

(5) The terms of the committee's appointment require a specific examination of the two points.

HOUSING FOR NATIVES

Provision for Nomads and Casual Workers

4. Mr. BRADY asked the Minister for Native Welfare:

- (1) Did he read in *The West Australian* of Wednesday, the 29th July, 1964, of iron wurlies to be made available to natives at Kalgoorlie?
- (2) Could a similar scheme be made available to natives at other centres by having prefabricated tents or caravan type huts on hand for nomads and casual workers pending proper housing being erected?

Mr. LEWIS replied:

- (1) Yes.
- (2) This matter is at present being examined by the department.

WEST MIDLAND SUBWAY

Closure to Vehicular Traffic

5A. Mr. BRADY asked the Minister for Railways:

Will he state whether any firm decision has been made regarding the following matter and the decision in respect of same:—

Closure of subway West Midland to vehicular traffic?

Mr. COURT replied:

The position is as explained in my letter to the Town Clerk, Town of Midland, forwarded under date the 3rd August, 1964, a copy of which was forwarded to the honourable member. All available evidence indicates that this subway will be closed but a final decision on the matter has not been made.

STANDARD GAUGE RAILWAY

Re-routing of Line at West Midland

5B. Mr. BRADY asked the Minister for Railways:

Will he state whether any firm decision has been made regarding the following matter and the decision in respect of same:—

Re-routing of standard gauge line through Government property at West Midland?

Mr. COURT replied:

The position is as explained in my letter to the Town Clerk, Town of Midland, forwarded under date the 3rd August, 1964, a copy of which was forwarded to the honourable member. A thorough investigation of alternative routes has been made and it has been decided to adhere to the original route through West Midland.

MIDLAND RAILWAY LINE

Removal from Helena Street, Midland

6. Mr. BRADY asked the Minister for Railways:

- (1) Can he state the approximate date the Midland railway line will be lifted from Helena Street, Midland?
- (2) Will he ensure ample warning notices to pedestrian and vehicular traffic are placed at the above Helena Street crossing pending removal of the line?
- (3) Pending removal of the line can early closing of the crossing be arranged and traffic diverted over Bell crossing near Lloyd Street?

Mr. COURT replied:

- (1) No. The line will be lifted as soon as the Midland Railway depot has been removed, planning of which is at present under consideration.
- (2) Yes. By means of a flagman who will protect the crossing for the occasional shunting movement required.
- (3) Rail traffic has already been diverted over flashing light protected crossing near Lloyd Street with the exception of the occasional shunting movement mentioned in No. (2).

PUBLICATION "PROGRESS"

Details of Cost and Distribution

7. Mr. JAMIESON asked the Premier:

In respect to the publication *Progress* by the Government Printer about March of this year:—

- (1) What was the total cost of production?
- (2) What was the real purpose of this production?
- (3) Who administers the distribution?
- (4) How many copies were produced?
- (5) To whom has the booklet been distributed and when and where will the remainder be distributed?
- (6) Have any of these booklets been issued to the Government parties and/or the Australian Labor Party and at what cost to each party concerned?
- (7) Have Liberal Party fund collectors been distributing these booklets and using them as a medium for inducing people to contribute to party funds?
- (8) Has the Government made any payment to the Government parties, or the Democratic Labour Party, their servants or agents, for the distribution of this booklet?

Mr. BRAND replied:

- (1) £376 10s. 8d.
- (2) To provide basic information on the performance of the Government.
- (3) The Government Public Relations Officer.
- (4) 3,000.
- (5) Circulation reflects demand and copies are made available as public information.
- (6) Members of political parties have been supplied to the extent that they have shown interest, and Labor Party members are entitled to have copies if they wish. No charge is made.
- (7) The Government has no knowledge of this.
- (8) No.

In producing *Progress*, the present Government was influenced by the example of the previous Government. One of its last publications, produced in February, 1959, by the Government Printer, was entitled *Western Australia—Six Years of Governmental*

Achievement. In the foreword, the then Premier (The Hon. A. R. G. Hawke, M.L.A.) wrote—

In 1953 the people of Western Australia elected a Labor Government to office. Three years later the Government was re-elected with a larger majority. This publication gives a very brief account of the many progressive steps taken by the Government since early 1953.

I think that is a fair enough example for us to follow.

RENTAL HOMES IN DERBY

Cost of Building and Weekly Rental

8. Mr. RHATIGAN asked the Minister representing the Minister for Housing:

- (1) What is the cost per square for the building of State rental homes in Derby?
- (2) What is the weekly rental charged to tenants of State rental homes in Derby?

Mr. ROSS HUTCHINSON replied:

- (1) Commonwealth-State rental standard houses £574 per unit square and duplex houses £551 per unit square.

Note: The unit area of a house is slightly less than the gross area—an adjustment is made for sections such as porches etc., not under the main roof.

- (2) The average weekly economic rentals and the average rental paid after deducting subsidy and any allowable rebate, are:

1945 Commonwealth-State Agreement Houses

24 x 2 Bedroom Types—

Average economic — £4 17s. 9d.

Average paid — £4 0s. 11d.

1956 Commonwealth-State Agreement Houses

20 x 2 Bedroom Types—

Average economic — £5 11s. 10d.

Average paid — £4 6s. 8d.

47 x 3 Bedroom Types—

Average economic — £6 18s. 5d.

Average paid — £6 0s. 8d.

NORTH-WEST ADMINISTRATOR'S RESIDENCE

Contract Price, Air Conditioning and Furnishing

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

- (1) Is the report published in *The West Australian* newspaper of the 12th June, 1964, correct in reference to a firm having "won a contract for the building in Derby of a residence at a cost of £20,998 for the North-West Administrator"?

- (2) If the answer is "Yes," does this contract price include air conditioning and furnishings?
- (3) If the answer to No. (2) is in the negative, is it the intention of the Government to have this residence air conditioned and furnished? If so, what will be the cost of—
 - (a) air conditioning;
 - (b) furnishing?

Number of Squares and Weekly Rental

- (4) How many squares will this residence contain?
- (5) What will be the weekly rental charged to the administrator?

Tabling of Plans

- (6) Will he arrange to have the plans of this residence laid on the Table of the House?
- (7) If the answer to No. (1) is in the affirmative, is it not considered that the amount of £20,998 is a fabulous sum to spend on a building to house the administrator?

Mr. COURT replied:

- (1) Yes.
- (2) Air conditioning is included to one bedroom only.
No furnishing except built-in wardrobes to bedrooms and kitchen fittings.
- (3) It is not the present intention of the Government to have this residence fully air conditioned and furnished. The residence will be furnished with basic furniture as an additional rental charge to the tenant.
The cost and type of furnishings are the subject of further discussions with the administrator.
- (4) 23.3 squares under the main roof; and under the verandah, 13.4 squares.
- (5) No firm decision on rental has as yet been made. It is in the hands of the Public Service Commissioner.
- (6) Yes.
- (7) No.

ELECTRICITY SUPPLIES

Unread Meterage: Auditor-General's Remarks

10. Mr. TONKIN asked the Minister for Electricity:

- (1) Has he read the remarks of the Auditor-General on page 208 of his report for the year ended the 30th June, 1963, relating to unread meterage in the metropolitan area resulting in an unrecorded earning of £757,000?

- (2) Although the present practice does not differ from that which has been followed for many years, is it not desirable to have regard for the view expressed by the Auditor-General that the position should be clarified?

Mr. NALDER replied:

- (1) Yes.
 (2) Credit in the meters is not cash and we follow the practice of many major electricity authorities, including the Electricity Council of Great Britain, in not crediting it in the Profit and Loss Account.

W. Hegney: Do you put in the current account?

STATE BUILDING SUPPLIES

Disposal: Purchase Money Outstanding

11. Mr. TONKIN asked the Minister for Industrial Development:

- (1) What is the amount of the outstanding purchase money due from Hawker Siddeley in connection with the disposal to that company of State Building Supplies?
 (2) What amount has been received by way of deposit or part payment of the principal sum due?
 (3) Has the company in all instances honoured its undertaking to the Government with respect to dismissals of employees?

Mr. COURT replied:

- (1) £1,454,563.
 (2) £200,000.
 (3) Yes.

Note: Interest payable has been met. Also, the above amounts are exclusive of amounts collected by Hawker Siddeley from book debts on behalf of the Government and paid to the Treasury.

12. *This question was postponed.*

TOTALISATOR AGENCY BOARD

Sums Lodged by Agents

13. Mr. TONKIN asked the Minister for Police:

- (1) Has the Chairman of the Totalisator Agency Board demanded that agents lodge with the board sums amounting to £1,000 or £500 according to the volume of business transacted at the agencies?
 (2) What is the total sum which has been so lodged with the board?
 (3) How many agents were unable or unwilling to lodge the money as requested and relinquished their agency?
 (4) Have all agents been requested to lodge money?

- (5) If "No," what distinction was made?

- (6) Is the requirement that money be lodged with the board by agents in any way associated with their lending money to telephone bettors to enable them to bet on credit in excess of any deposit lodged by them?

- (7) If "No," why have the agents been obliged to deposit the sums above-mentioned?

Mr. CRAIG replied:

- (1) No; but for about the last nine months all newly appointed agents and agents transferred from one agency to another have been required to put up a cash security of at least £250. In addition, a number of agents engaging in telephone betting have likewise lodged cash deposits at the request of the board.
 (2) £16,565 plus £1,900 from the agents' insurance company.
 (3) None.
 (4) No.
 (5) Newly appointed agents and those whose financial position was not strong were those required to lodge cash deposits; others elected to make cash deposits in lieu of taking out a fidelity bond with an insurance company.
 (6) No; but in part it is done to assist in establishing that an agent is operating in accordance with the regulations and that cash is available to cover all bets taken.
 (7) To guard against default under clause 22 of the agreement between the board and its agents.

CONTRACEPTIVE PILLS

Warnings Against Use

14. Mr. TONKIN asked the Minister for Health:

- (1) Has he seen the reports in which it is stated that leading British medical men have begun issuing new warnings against the use of contraceptive pills on the grounds that although the pill has not been proved harmful there is some evidence that it may be and that it may be many years before we really know?
 (2) What is his department's attitude on the medical aspect of this matter exclusive of any other possible consideration?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
 (2) This is entirely a matter to be decided by the patient and her doctor. The pills can only be obtained on medical prescription.

DESALINATION OF WATER

Use of Plant in Israel, and Application in Western Australia

15. Mr. TONKIN asked the Minister for Works:

- (1) Is he aware that it has been reported that the inhabitants of Eilat—Israel's Red Sea Port—are already using in their homes sea water desalinated by the Zarchin process?
- (2) Has the Government kept itself so informed concerning developments in desalination that it is able at present to determine what economic processes, if any, are available for use in areas of low rainfall but abundant brackish underground water?
- (3) Is he aware that it has been reported that a plant for the desalination of underground water, which will produce water 20 per cent. cheaper than that of the Yarkon-Vegev pipeline has been developed by the Arid Zone Research Institute at Beersheba?
- (4) As it is planned to produce large-scale plants to supply water cheaper for agriculture, will he endeavour to obtain full particulars from Israel in order to ascertain if the process being used would have economical application in Western Australia?

Mr. WILD replied:

- (1) Yes. Small units which produce 200 gallons per day for domestic purposes have been developed.
- (2) Yes. Developments in desalination practice are kept constantly under review in conjunction with the Australian Water Resources Council.
- (3) No such report has been received.
- (4) The department is represented on the Australian Water Resources Council's Advisory Panel on Desalination and information will be obtained through this body.

GASCOYNE-LYONS CATCHMENT AREA

Aerial Vegetation Survey

16. Mr. NORTON asked the Minister for Works:

- (1) Has an aerial vegetation survey been made to assess conditions of plant cover on the Gascoyne-Lyons catchment?
- (2) If not, when will the survey be carried out?
- (3) If so, is a report available and will he table such report?

Mr. WILD replied:

- (1) and (2) A partial aerial vegetation survey was carried out by the Department of Agriculture some years ago and more recently a comprehensive aerial inspection.
- (3) Yes, by the Minister for Agriculture.

GASCOYNE DELTA

Irrigable Soils Survey

17. Mr. NORTON asked the Minister for Agriculture:

On the 28th August last year, in reply to a question by me, the Minister stated that a survey of the irrigable soils of the Gascoyne delta was being made by the C.S.I.R.O. Soils Divisions. Has this survey been completed and, if so, is a report available?

Mr. NALDER replied:

The survey was undertaken by the C.S.I.R.O. at the request of the Public Works Department. Part of the survey has been completed and an interim report has been prepared. The C.S.I.R.O. has been asked to complete the survey.

NORTH-WEST PORTS

Allocation of Land to Oil Companies

18. Mr. NORTON asked the Minister for Lands:

- (1) Is land allocated to oil companies at north-west ports held under leasehold or Crown grant conditions?
- (2) If under leasehold, for what period is the lease and are there any special conditions attached to the lease?
- (3) If the land is a Crown grant are there any special conditions attached to it?

Mr. BOVELL replied:

- (1) Crown lands at north-west ports allocated to oil companies are under leasehold conditions.
- (2) The periods of leases vary from one year to 50 years. Special conditions apply to the leases, including installation of fire-fighting equipment, assuming responsibility for damage caused by escape of oil or other liquid from pipes, and keeping lands in a tidy condition.
- (3) Answered by No. (1).

DIVISIONAL CONSULTATIVE COUNCILS

Release of Statements Arising from Deliberations

19. Mr. NORTON asked the Minister for the North-West:

When the divisional consultative councils were inaugurated he stated that in the early stages these would not be open to the public or the Press but that statements arising from the council's deliberations would be released at the end of each meeting.

- (1) Will he give the House the number of statements that have been released after the meetings of the—
 - (a) Kimberley Division;
 - (b) Central Division;
 - (c) North-West Division?

Attendance of Public and/or Press at Meetings

- (2) Are these meetings now open to the public and/or the Press now that they have been held for more than 15 months?
- (3) If not, why not?

Mr. COURT replied:

- (1) (a), (b), and (c): Nil.
- (2) No.
- (3) This is a matter for decision by the members of the councils. It should be appreciated that the council's work is consultative and not administrative. Therefore the best results can be achieved by the present system.

20. *This question was postponed.*

HOUSING FOR GOVERNMENT EMPLOYEES

Reports: Availability to Teachers' Union

21. Mr. EVANS asked the Minister for Education:

- (1) What has been responsible for the delay in dealing with the question of housing for teachers?
- (2) When will the report of the committee appointed by the Government to investigate housing needs of Government employees be made available to the Teachers' Union?

Mr. LEWIS replied:

- (1) Determination of the appropriate rentals to be charged.
- (2) Several departmental reports have been made in this matter, which are confidential to the Government, and it is not proposed to release them to the Teachers' Union.

POLICE ACT

Prosecutions under Section 66

22. Mr. EVANS asked the Minister for Police:

Since the coming into operation of the Police Act Amendment Act, No. 29 of 1962, how many prosecutions have been made under section 66, paragraph (13), of the Police Act, 1892-1963, how many convictions thus effected, and how many such prosecutions were dismissed because the person charged was able to show "lawful excuse"?

Mr. CRAIG replied:

Since the amendment Act came into operation there have been 44 charges involving 50 persons, and all have been convicted. No charges were dismissed.

LUNG CANCER

Information from X-ray Testing

23. Mr. EVANS asked the Minister for Health:

- (1) In reference to the compulsory X-ray testing of residents of various centres in the State, would such tests as conducted be capable of furnishing information as to the incidence of lung cancer?
- (2) If the answer to No. (1) is other than in the negative, would he consider making a statement in this regard?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) (a) In the latest metropolitan chest X-ray survey which ended on the 10th July, 1963, 210,742 persons of 21 years of age and over were X-rayed and 66 cases of lung cancer found.
- (b) In the current survey of country areas which began on the 15th July, 1963, 94,500 persons have been X-rayed and so far 19 persons have been definitely diagnosed with lung cancer, while others are still under investigation.

STANDARD GAUGE RAILWAY

Sitting through Kalgoorlie

24. Mr. EVANS asked the Minister for Railways:

- (1) With reference to recent correspondence received from him concerning the siting of the standard gauge railway through Kalgoorlie, and his advice therein that "there is no intention of by-passing the town," does this mean that the standard gauge line will pass through the existing railway yards at Kalgoorlie and that the present

railway station platform and appointments will be utilised in the arrival and departure of the standard gauge trains to and from Kalgoorlie?

- (2) If the answer to No. (1) is other than a clear answer in the affirmative, would he indicate what is the planning as suggested by his reply above?

Mr. COURT replied:

- (1) and (2) It is the intention at the present stage of planning to use the existing railway area, but owing to the greater dimensions of standard gauge vehicles and the very much longer trains it cannot be firmly stated at present whether the existing platform can be used without alteration.

NORTHCLIFFE ROADS

Mileages and Costs of Middleton and Windy Harbour Sections

25. Mr. CORNELL asked the Minister for Works:

- (1) What was the respective mileage of road formed in Northcliffe on the—
 (a) Middleton Road;
 (b) Windy Harbour Road
 sections respectively?
 (2) What were the costs of formation on each of these sections respectively during the year 1963-1964?

Mr. WILD replied:

- (1) (a) The Middleton Road, 16.15 miles in length, runs from the junction of Wheatley Road (1.53 miles north of Northcliffe) to Shannon on the Manjimup-Nornalup Road, and has been formed as follows —

3.0 miles sealed;

3.9 miles constructed but not primed.

Detailed information regarding the remaining 9.25 miles is not available as this road is under the control of the local authority.

- (b) Windy Harbour Road, 17.6 miles in length, from Northcliffe to Windy Harbour, has been formed as follows—

1.7 miles sealed;

6.45 miles constructed but not primed;

9.45 miles formed with short gravel sections.

- (2) During the year 1963-64, an amount of £2,575 was expended from departmental sources on Middleton Road, and £4,860 on Windy Harbour Road.

DRUG ALLERGIES

Wearing of Discs by Persons Affected

26. Mr. FLETCHER asked the Minister for Health:

- (1) Is he aware that certain persons became ill, to seriously ill, and have died after the administration of drugs to which such patients are allergic, e.g., penicillin or anti-tetanus serum?
 (2) If the answer is in the affirmative, will he encourage the Public Health Department to provide, through hospitals and general practitioners, suitably worded discs, emblems, or evidence for carrying on or about the person of such allergic patients with a view to preventing shocked, confused, or unconscious children or adults receiving such medication and thus obviate the need to carry in a wallet or handbag such evidence of allergy, on the grounds that wallet or handbag could be mislaid, lost or not investigated until after treatment?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
 (2) This problem has been examined by the National Health & Medical Research Council, the State Health Council, the Health Education Council, and a number of other interested organisations. Suggestions considered have included discs, emblems, bracelets, record cards, and even tattoo marks. Each of these has certain practical disadvantages, but the consensus of opinion is that the personal medical record card (which has already been distributed to the public) is the most satisfactory of the many alternatives.

PRICE OF GOLD

Australian Equivalent of 35 American Dollars

27. Mr. EVANS asked the Minister representing the Minister for Mines:

- (1) What is the actual equivalent in Australian currency of 35 American dollars, being the value paid by the American Government for one ounce of fine gold?
 (2) If there is a difference between such Australian (equivalent) price and £15 12s. 6d., what is the reason for it?

Mr. BOVELL replied:

- (1) £15 12s. 6d. on today's rate.
 (2) Answered by No. (1).

TRAFFIC ACT AND REGULATIONS*Provisions of Regulation No. 180*

28. Mr. ROWBERRY asked the Minister for Transport:

- (1) What are the provisions of regulation No. 180 of the Traffic Act?
- (2) Have these provisions in any way been altered in the last five years?
- (3) Has the advent of centre-line marking in any way affected the provisions of regulation No. 180?

Availability of Consolidation

- (4) When can members reasonably expect to be put in possession of a consolidated copy of the Traffic Act and regulations?

Press Publicity for Traffic Regulations.

- (5) Would he consider making a review of the more important traffic regulations in the Press with a view towards improving public awareness of these regulations in the interests of road safety?

Mr. CRAIG replied:

- (1) Traffic regulation No. 180 provides that the driver of a vehicle shall, at all times, whether moving or stationary, keep as near as practicable to the left hand or near side of the road and parallel thereto.
- (2) No.
- (3) No.
- (4) The Traffic Act has been reprinted and is now available. The regulations have not been reprinted, but it is probable that this will be done after projected amendments have been dealt with by this session of Parliament.
- (5) A traffic handbook on the principal requirements of the regulations is available from any police department, traffic office, or police station, free of charge.

In addition there are frequently Press statements dealing with particular provisions of the Act or regulations.

SAWMILL AT PEMBERTON*Permissible and Actual Intake of Timber in the Round*

29A. Mr. ROWBERRY asked the Minister for Forests:

- (1) What is the estimated annual permissible intake of timber in the round for the sawmill at Pemberton operated by Hawker Siddeley Building Supplies?
- (2) What has been the actual intake to this mill over the past two years?

- (3) Does any power exist under legislation to oblige leaseholders of Crown forest to operate to the full extent of conditions of the lease in respect of permissible intake?

Mr. BOVELL replied:

- (1) The prescribed permissible intake is 50,000 loads per year.
- (2) 1962-63—23,218 loads.
1963-64—24,601 loads.
- (3) No. A sawmilling permit issued under the Forests Act and regulations (schedule 1) prescribes a permissible cut not exceeding a certain amount. It does not provide that the full permissible cut shall be taken.

CROWN FORESTS*Purpose of Dedication*

29B. Mr. ROWBERRY asked the Minister for Forests:

- (1) What was the original purpose behind the dedication of Crown forests?
- (2) Has this purpose and dedication been departed from?
- (3) If so, why?

Mr. BOVELL replied:

- (1) To preserve State forests for timber production in perpetuity.
- (2) No, except where any State forest dedication has been revoked under sections 20 and 21 of the Forests Act by resolution passed by both Houses of Parliament.
- (3) Answered by No. (2).

**EGG MARKETING BOARD
CHAIRMAN***Dismissal of Mr. C. L. Harvey and Appointment of Successor*

30. Mr. KELLY asked the Minister for Agriculture:

- (1) What prompted his action in dispensing with the services of Mr. C. L. Harvey, Chairman of the W.A. Egg Marketing Board?
- (2) Has a successor been appointed in his stead?
- (3) If so, what qualifications and experience has the appointee to fill this important position?

Mr. NALDER replied:

- (1) A decision has been made that members of boards under the jurisdiction of the Minister for Agriculture shall be retired at or about the age of 70 years.
- (2) Yes.
- (3) Management experience and a comprehensive knowledge of marketing.

Mr. Graham: I think you are a lone wolf, a lone Alsatian, or something.

POLICE STATION AT ALBANY*Site and Commencement of New Building*

31. Mr. HALL asked the Minister for Police:

- (1) Has he reached a final decision on a site for the erection of a new police station at Albany?
- (2) If so, when is it contemplated that work would commence on that project?

Mr. CRAIG replied:

- (1) No.
- (2) This is dependent upon the decision regarding the site, and also upon allocation of loan funds for this financial year.

SINGLE PENSIONER COTTAGES*Erection in Metropolitan and Country Areas*

32. Mr. HALL asked the Minister representing the Minister for Housing:

- (1) How many single pensioners cottages have been built in the metropolitan area by the Government and in what years were they erected?
- (2) How many have been erected in country centres, and at what centres have they been erected?
- (3) Is it the intention of the Government to erect single pensioner cottages in country centres this financial year and, if so, how many and at what centres?

Mr. ROSS HUTCHINSON replied:

- (1) None. However, the Government has provided flats and cottage flats throughout the State for married pensioners which, in some instances, are now occupied only by the surviving partner. To date, 317 units of this class of accommodation have been erected in 26 metropolitan estates. In addition, the Government has erected at South Perth and Swanbourne two blocks of flats for occupancy by 116 elderly single women pensioners.
- (2) In 22 country centres 124 cottage flats have been provided.
- (3) The Government will, in this financial year, provide more accommodation for married and single pensioners. The programme is pending finalisation of the Estimates. The accommodation will be built, broadly, where the greatest demand exists.

MINERAL SAND DEPOSITS*Surveys and Leases at Cheyne Bay*

33. Mr. HALL asked the Minister representing the Minister for Mines:

- (1) Is he aware that geological surveys were recently made at mineral sand deposits in the Cheyne Bay area, Albany?
- (2) If so, by whom were such surveys made and at whose expense?
- (3) Who holds the mineral sand leases in the Cheyne Bay area and how long have they been held by such person or persons?
- (4) Is it the intention of the leaseholders to work such leases and, if so, when?

Mr. BOVELL replied:

- (1) Yes.
- (2) Laporte Titanium Australia Ltd., not at Mines Department expense.
- (3) P. R. Jackson, F. A. Moore, Hancock Prospecting Pty. Ltd. (all held for 8 years), N. F. Garnett, F. A. de V. Pinchin, (held for 16 years).
- (4) Not known. The development of these deposits depends on the availability of a market being obtained, and holders have not to date been successful in this regard.

COLLIER PINE PLANTATION*Details of Projects*

34. Mr. D. G. MAY asked the Premier:

In connection with the Collier Pine Plantation, will he advise the following information—

- (a) details of each project at present located in the plantation including individual acreages;
- (b) commencement and completion date of each project;
- (c) completion date of buildings at present under construction;
- (d) details and commencement date of future proposed projects in this area;

Acreage

- (e) total acreage of the original pine plantation;
- (f) acreage of the portion set aside for future State housing development?

Mr. BRAND replied:

- (a) No further land has been allocated since detailed information was given by the Minister for Lands in answer to a question by the member for Victoria Park on the 17th September, 1963, (*Hansard* No. 8, 1963, pages 1061-1062).

- (b) to (d) Information not available.
- (e) 1,025 acres.
- (f) No portion of the plantation has been proposed for development by the State Housing Commission.

KWINANA FREEWAY

Route

35. Mr. D. G. MAY asked the Minister for Works:

- (1) Has finality been reached regarding the proposed route of the Kwinana Freeway between Canning Bridge and High Road?
- (2) Will the Freeway cross the river at Deep Water Point as originally planned?

Traffic Interchange with Canning Highway

- (3) When is it anticipated that particulars of the Canning Highway-Kwinana Freeway interchange will be made available to the public?

Mr. WILD replied:

- (1) The route alignment has been determined between High Road and the Canning River near Beryl Place. However, representations have been received to change the route where it crosses the Canning River. These representations have been referred to the Region Planning Authority.
- (2) Answered by No. (1).
- (3) Preliminary alternative designs have been prepared, but these will not be completed for some years until there is a more immediate need for construction.

CANNINGTON HIGH SCHOOL

Tender and Construction

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

In connection with the proposed Cannington High School, will he advise—

- (a) Details of the successful tender quote accepted by the Government for the erection of the school;
- (b) date building commenced;
- (c) anticipated date of completion;

Intake

- (d) details of the individual numbers of pupils and their respective contributory schools who will be attending the Cannington High School at the commencement of the first term 1965;

Consultation with Local Authority

- (e) was the local authority (Canning Shire) approached by the Government during the preliminary discussions on the actual location of the school;

Inspection by Public Health Department

- (f) did the Public Health Department inspect the site before building operations commenced and, if so, was any recommendation made to the Government regarding the unsuitability of the site;
- (g) if no inspection was made by the Public Health Department, will he arrange an immediate investigation?

Mr. LEWIS replied:

- (a) A. V. Jennings Industries Aust. Ltd.—£222,857.
- (b) The 15th June, 1964.
- (c) The 23rd December, 1964.
- (d) The primary schools of—

Cannington	62
East Cannington	63
Kenwick	27
Maddington	26
Queen's Park	98
Riverton	60
Thornlie	24
Welshpool	14

Total 374

- (e) Construction of the high school is taking place on the site set aside for this purpose in the Metropolitan Region Scheme. The local authority was aware of the decision through its representatives on the district planning committee.
- (f) No.
- (g) Investigations are in progress.

PACKAGED GOODS

Report on Standardisation and Marking

37. Mr. DAVIES asked the Minister for Police:

- (1) Has the Government received the report of Mr. W. J. Cuthill into the standardisation and marking of packaged goods?
- (2) If so—
 - (a) Has the Government considered the report;
 - (b) will the report be tabled in the House or made available for the information of members?

Mr. CRAIG replied:

- (1) Yes.
- (2) (a) It is now being considered.
(b) Only a limited number of copies were received, but the report will be made available to members.

UNIDENTIFIED AIRCRAFT OFF COAST

Investigation

38. Mr. DAVIES asked the Premier:

- (1) Is he aware of reports in week-end newspapers regarding unidentified aircraft being seen or heard off the Western Australian coast?
- (2) Has the matter been considered by the Government?
- (3) Is the matter being investigated by Commonwealth defence authorities?
- (4) If so, is the Government being kept informed of developments?
- (5) Has he any information to give the House on the present position?

Mr. BRAND replied:

- (1) Yes.
- (2) to (5) This matter has been investigated by Commonwealth authorities and the result of their inquiries was published in this morning's Press. The Minister for Defence, with whom I have been in contact, advises me that he has no further information on the subject.

WYNDHAM MEAT WORKS

Distribution to Growers of Unrealised Profit

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

- (1) By whose authority or direction was the amount of £3,247 12s. 1d. credited to growers' accounts by the Wyndham Freezing, Canning and Meat Export Works for the financial year ended the 31st January, 1962, with the result that the total amount of the write-off from the account of Air Beef Pty. Ltd. was borne by the meatworks?
- (2) Was the action which was taken the result of a decision by Cabinet?
- (3) What were the circumstances which it was considered justified the distribution to growers of an amount of profit which was not realised?

Mr. COURT replied:

- (1) The Minister controlling the Wyndham Meat Works.
- (2) No. A Cabinet decision was not considered necessary.

- (3) It was considered that Wyndham Meat Works dealings with Air Beef Pty. Ltd. in respect of this particular transaction should be regarded separately from its normal dealings and the growers' proportion of the amount written off was therefore borne by the meatworks.

STATE HOUSING COMMISSION

Largest Profit Year

40. Mr. TONKIN asked the Minister representing the Minister for Housing:

- (1) Since its constitution under the State Housing Act, 1946, in what year did the State Housing Commission make its largest profit and to how much did it amount?
- (2) What are the particulars of the break-up of the profit for the year ended the 30th June, 1963?

Operation on Non-profit Basis and Reduction of Rentals

- (3) Is it not desirable and in accordance with the original concept that the commission function on a no-loss, no-profit basis?
- (4) Will the Government take immediate action to ensure that the commission operates accordingly and reduces rentals?

Mr. ROSS HUTCHINSON replied:

- (1) 1962-63: £506,003.
- (2) The break-up is:
 - (a) State Housing Act: £249,281.
 - (b) Commonwealth-State—
 - 1945 Agreement: £42,285.
 - 1956 Agreement: £214,437.
- (3) It is not considered desirable as the margin on the capital involved, £58,463,000, is less than 1 per cent. and less than that of a peak year prior to 1959, and has to cover future problems which could arise from the wide range of geographic and climatic conditions under which homes are built, maintained and managed, with gradually increasing costs; the small differentials in interest and period of borrowing and lending; rentals being being raised only on cost of land and house; the tolerance given to families in arrears through difficult personal circumstances; the growing and extensive social service assistance by way of rental rebates granted to pensioners of all categories and other families with sub-economic incomes.
- (4) Not warranted, as the general level of commission rents compares more than favourably with that prevailing prior to 1959, since when the standard of both house

and appointments has been improved. To be borne in mind is the fact that rents paid will be in accordance with the family income as provided in the Commonwealth and State Housing Agreement.

QUESTIONS WITHOUT NOTICE

FLOOD DAMAGE IN SOUTH-WEST: COMPENSATION

Representations to Commonwealth Government

1. Mr. HAWKE asked the Premier:

In view of the great damage and loss experienced in many south-west towns as a result of the recent heavy floods, especially in the towns of Harvey, Bunbury, Collie, Brunswick, Nannup, and so on, would the Premier in due course, after the necessary information as to the actual cost of such damage to individual citizens has been ascertained, consider making representations to the Prime Minister for a Commonwealth grant to be made to Western Australia on a pound for pound basis with what the State might be prepared to make available, or on some other basis, to assist the citizens concerned, including business people, so as to make good to some extent the heavy financial losses which the floods have caused them to suffer?

Mr. BRAND replied:

Today we are sending three officers—two from the Public Works Department and one from the State Housing Commission—to Collie and Bunbury in particular, to make a report on the situation as it exists at the present time. These officers will not necessarily assess the actual cost of the damage, but they will simply report on the overall situation. They are Mr. Bryden, who is the Senior Irrigation Officer, and an officer experienced in drainage problems; Mr. Cann from the Architectural Division; and a senior officer from the State Housing Commission.

There is in existence a committee comprising an officer of the Treasury and one from the Rural and Industries Bank—and in this case, a member of the Department of Agriculture—which has from time to time assessed the flood damage in Carnarvon, and the fire damage at Dwellingup. This committee will, no doubt, make a further assessment upon receiving a report from the first three officers I mentioned.

I would like to emphasise we have not been dilatory in this matter. I did give to the Press a statement this morning that we would, upon receipt of this information, as we have a reasonable case, approach the Commonwealth. I do not think we have ever found, in any State, that the Commonwealth has turned down a reasonable approach in respect of disasters such as we have experienced.

However, the Commonwealth has made it very clear in the past that it will only assist on the grounds of personal hardship on a pound for pound basis with the State, the policy being that persons who insure for themselves are to be encouraged. People who neglect to take out insurance cannot expect the Commonwealth Government, or the State Government for that matter, to act as insurers. Here is a nicety of judgment as to what is a fair and reasonable thing. However, the honourable member can be assured the Government will follow this up quickly, and do everything it can to relieve the individuals and the community concerned.

SAWMILL AT PEMBERTON

Permissible Intake and Payment of Royalties

2. Mr. ROWBERRY asked the Minister for Forests:

In view of the reply given by the Minister to my question No. 29 (3) on today's notice paper, I draw his attention to regulation No. 57 of the regulations made under the Forests Act, which states—

(1) Where a permit holder fails to maintain his log intake in accordance with the conditions set forth in his permit, he shall pay at least 60 per centum of the royalty computed on this maximum authorised log intake.

(2) Where in the opinion of the Conservator of Forests a permit holder fails so to maintain a log intake for what the Conservator in his discretion considers an unreasonable period, the Conservator may reduce the area of the permit proportionately.

As the cut was less than 50 per cent. of the permissible intake—and this makes it between 10 to 15 per cent. less than the 60 per centum mentioned in the regulation—what action does the Minister contemplate taking to compel this company to pay at least 60 per centum of the royalty?

Mr. BOVELL replied:

I do not intend to give a snap decision at this moment. I shall give the question consideration.

BREAKWATER AT ESPERANCE

*Information Regarding Contracts:
Personal Explanation*

MR. WILD (Dale—Minister for Works) [5.7 p.m.]: Mr. Speaker, have I your permission to make a personal explanation?

The SPEAKER (Mr. Hearman): The Minister has my permission.

Mr. WILD: Yesterday evening in reply to the Leader of the Opposition, when he posed a question relating to the machinery lying at the groyne in Esperance, I endeavoured to give the story off the cuff, as I understood it. In the main it was correct, but I would point out there were actually three contracts let—one for the groyne, one for the dredging, and one for the erection of the wharf.

In order to get the record straight I would like to have inserted in *Hansard* the correct answers to the questions posed by the Leader of the Opposition. The correct information is as follows:—

The position in regard to the Esperance breakwater contract was that it was given to the lowest tenderer.

Initially we were not very satisfied with the lowest tenderer owing to his lack of experience in this class of work and his apparent shortage of plant. This matter was discussed by the Director of Engineering, the under-secretary of the department and myself on numerous occasions, and when finally the lowest tenderer submitted details of plant and indications of satisfactory financial arrangements with a financial organisation, it was decided to accept the contract.

As the contract progressed it was found that the successful tenderer had been obtaining a considerable amount of his plant through hire purchase and that he was not keeping up his payments for such hire.

Eventually the work came to a standstill because of the differences between the hirers of the plant and the tenderer.

Eventually the company was put into liquidation by the action of those to whom the hire was due.

The court eventually appointed a liquidator and the department has never deviated from the policy of only recognising the successful tenderer and not recognising any commitments which he made with outside companies.

The liquidator of the company has continued the contract in time to prevent any holdup with associated works.

ADDRESS-IN-REPLY: SECOND DAY

Motion

Debate resumed, from the 30th July, on the following motion by Mr. O'Connor:—

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

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

MR. HAWKE (Northam—Leader of the Opposition) [5.11 p.m.]: Should the speech which I am now commencing not be half as strong, or half as critical, as it otherwise might be, all the credit should be given to the special church service which all, or most of us, attended this morning at St. George's Cathedral in the City of Perth.

I was very interested to read some of the remarks made by The Hon. Dr. Hislop in another place when he moved the adoption of the Address-in-Reply to the Speech with which His Excellency the Governor was pleased to open Parliament.

Among other things, Dr. Hislop said—

Viewing Australia as a whole, the post-war progress has been phenomenal.

Much of the progress must be attributed to the success of the migration policy.

But this is not the time in this new era to lavish praise on some and berate others. It is general knowledge that some schemes for which a Government in office gains credit could, or may, have been on the drawing boards of a previous Government.

This is the end of the extract which I am quoting from the speech of Dr. Hislop.

Coming now to the Governor's Speech, and applying the last portion of Dr. Hislop's statement which I quoted, I propose to discuss briefly some of the major items in the Governor's Speech and leave it to members themselves, by and large, to apply the reasoning of Dr. Hislop to those portions which I shall quote.

The first part of the Governor's Speech which I desire to bring to the notice of members is—

Widespread and increasing interest is being shown in land selection and approximately 1,000,000 acres of agricultural land is being released each year. The demand for pastoral land continues.

In that regard I think Dr. Hislop's comment is particularly appropriate and applicable. It can be said with considerable justification that the agreement made between the previous Government and Mr. Chase of the U.S.A., who was the head of the Chase Syndicate, was responsible for giving to land development in Western Australia not only widespread publicity within the State, but also very great publicity throughout the other States of Australia, and throughout the U.S.A.

Mr. Kelly: There were headlines in the United Kingdom.

Mr. HAWKE: It is true this project failed for reasons which are known to most of us. However, the land over which Mr. Chase had jurisdiction remained and the publicity which developed at that time and continued for a considerable time, subsequently has since been responsible, I am positive, for returning very great dividends to Western Australia and to the Esperance district.

The next item in the Governor's Speech to which I wish to refer briefly has to do with the Ord River scheme. I think it is fairly well known, although not as widely known as I would wish, that the experimental station at the Ord River was established several years ago as a result of a joint co-operative effort by the then Labor Government in Western Australia and the then Labor Government at Canberra. The work carried out at this experimental station was absolutely essential to proving whether it would be wise and whether it would be economic in the productive and financial sense to develop in that part of the north-west of our State industry for the production of tropical and semi-tropical agricultural products.

In addition, it was the same State Labor Government which was subsequently, by sustained approaches and representation to the Menzies Federal Government, responsible for obtaining from the Commonwealth Government a substantial financial grant to enable early developmental work to be carried out at the Ord River in relation to the total scheme, much of which, as we know, has still to be initiated.

Another portion of the Governor's Speech deals with the dairy farm improvement scheme. Here again, it was the previous Labor Government which initiated this scheme in this State. We made very strong representations to the Menzies Federal Government for the purpose of trying to get a pound for pound financial grant to initiate and carry this scheme through on the largest possible basis. But, unfortunately, the Federal Government would not come into the scheme on any basis at all, with the result that the State Government decided to undertake the scheme itself, and the scheme was initiated whilst the Labor Government was still in office.

It was unfortunate it could not be initiated and developed on a far wider basis than was done. It is equally regrettable it cannot be carried out on a much wider basis today than that on which it is being carried out. However, we all know the finances of the State Government alone are restricted and have many calls upon them, and until such time as the Federal Government might agree to come into this scheme—

Mr. Bovell: The State Government is involved in expenditure of approximately a quarter of a million pounds.

Mr. HAWKE: I am not surprised at that. In fact, the total expenditure by the State since the scheme was initiated could have been even greater than that. But, as I was saying, the State had to undertake this scheme out of its own resources, and those resources are naturally limited because of the many demands which are made upon the State funds from time to time.

Another portion of the Speech deals with the policy of creating a favourable economic climate for private investment. I might say here that this climate has existed for a great many years in Western Australia, although the results achieved have never been very great. The reasons for that are well known and were quite obvious at the time. Briefly, the main reason was that Western Australia was developing for a great many years almost exclusively on the basis of production from the land. It is not a great many years ago that any advocacy in favour of industrial development on a wide scale in Western Australia was not very popular among several sections of the community and among probably a majority of the population. Educational campaigns had to be carried out to impress upon the people in Western Australia the necessity for industrial development; the necessity to balance secondary industry development with land development; and the necessity to have more factories and workshops in order that more employment might be available for adults and, of course, for young people.

The one secondary industry to which I wish to make reference, following the theme of the Speech which I have followed so far, relates to the Chamberlain Industries at Welshpool. I think most members are aware that Western Australia was very fortunate indeed to have this very important industry established on this side of Australia. The Chamberlain family were located in Melbourne. They had secondary industries operating successfully there; and it was their decision, once they made up their minds to go in for tractor production in Australia, to establish the manufacturing industry in Melbourne alongside their other industries.

Fortunately, information came to us here in the West at the time, of the intention of this family to establish an industry in Australia—in Victoria—for the manufacture of agricultural tractors. We made direct representations to the members of the family and persuaded them to come over to Western Australia to survey the situation here from every possible angle and finally to obtain from them a decision favourable to the establishment by them of this proposed industry at Welshpool, some few miles from the actual city of Perth.

The industry met many difficulties. I think it might not have survived except for the basic fact that from the beginning of its manufacturing operations the type of machine produced was excellent in quality and excellent in performance. That fact stood by the industry and helped it very considerably to overcome difficulties and problems; because the farmers in this State, who had been courageous enough—if that is the right term to use—to purchase the machines when they first came off the assembly lines at Welshpool were so satisfied with the quality and performance of the machines as to become regular customers for the product of this industry and to advertise them favourably to their farmer friends and to their farmer colleagues.

Mr. Lewis: I think they showed good judgment.

Mr. HAWKE: I think we can all rejoice today in the fact that this industry is solidly established; is producing a considerable variety of agricultural machinery now; and is finding an increasing market in all of the Australian States and, I believe, in some overseas countries.

Another item in the Governor's Speech deals with the establishment by the Laporte Titanium Company of an industry at Bunbury and the establishment of an industry in this State by Western Aluminium, No Liability, at Kwinana. The previous Labor Government had quite a deal to do with both of these efforts in the earlier stages. The Laporte Titanium people, after they had investigated the possibilities of establishing in Western Australia, came to the conclusion at that time that conditions here were favourable, but a decision to establish the industry within the State immediately could not be made because the economics of such an industry were not, at that time, completely favourable from the company's point of view.

The Government to which I have referred made prospecting leases available to Western Aluminium, No Liability, to enable the company to prospect for bauxite deposits in a very large area of the Darling Ranges, spreading from south of Collie to somewhere beyond Kalamunda. Those associated with the original company, which was an Australian company, and largely a Western Australian company, assured the Government of that

day that should the prospecting activities discover sufficient quantities of good quality bauxite in the Darling Range areas, then the company would establish a total industry in Western Australia for the manufacture of alumina in the first instance, and then for the manufacture of the final product of aluminium; and it was estimated by the representatives of the company at that time that such a proposal, should it become practicable, would lead to the investment within Western Australia of at least £40,000,000.

As we know now, the company did discover deposits of bauxite sufficient in quantity and good enough in quality to enable the company to go ahead to exploit the deposits. The company bought in with other American interests to ensure that the manufacturing processes would in every way be successful. Unfortunately, the company finally agreed not to go beyond the processing of the bauxite to the alumina stage in Western Australia, which meant that only, I think, about one-third of the industry as originally proposed was established in this State. The balance was established by the company at Geelong, in Victoria, and it was indeed most unfortunate and highly regrettable that we in Western Australia did not receive, have not received, and never will now, presumably, receive the total benefits which it had been hoped would have been received by the State as a result of the exploitation of the bauxite deposits in our Darling Range areas.

There is some mention in the Governor's Speech about an integrated iron and steel industry at Kwinana; and there is also some mention in it of the iron ore deposits within the State—and I want to have something to say particularly in relation to iron ore deposits because there is a most interesting and true story in relation to iron ore deposits in Western Australia, which has been told, I think, on some previous occasions, but which should be repeated whenever possible.

In the year 1957 the State Labor Government in Western Australia made strong representations to the Federal Government requesting the granting of an export license to send from this State limited quantities of iron ore to overseas countries, particularly to Japan. This matter was represented to the Commonwealth Government in unmistakable terms. Personal representations were also made to Ministers of the Commonwealth Government at Canberra by Ministers of the State Government to which I have referred. Finally, the then acting Prime Minister, Sir Arthur Fadden, sent a five-page letter from Canberra to me in my capacity, as it was then, of Premier of Western Australia, setting out the rejection by the Commonwealth Government of the State's request for an export license to send from this State to Japan a limited quantity of iron ore.

The letter was written by Sir Arthur Fadden because the Prime Minister of Australia was at that time out of the country. Any member who might wish to read the Commonwealth Government's letter to Western Australia on this matter will find it reproduced in full in *Hansard* of this State dated the 12th September, 1957. The reproduction of the Commonwealth Government's letter appears on pages 1464, 1465, 1466, and 1467.

The letter was read in the Legislative Council at that time by The Hon. A. F. Griffith; and it was, I think, supposed to be a sort of death blow to a motion which had been moved in the Legislative Council in criticism of the decision of the Commonwealth Government in the matter. Fortunately, The Hon. W. R. Hall, since deceased, was in possession of a copy of the letter which we, as the State Government, had sent to the Commonwealth Government in reply to its letter; and Mr. Hall read in full the copy of the letter we sent in reply. The reproduction of our letter is to be found in the *Hansard* in question on page 1468 and on the three following pages.

The reason given by the Commonwealth Government, in the letter from Sir Arthur Fadden, for the rejection of the State's request, was that the known suitable deposits of iron ore in Australia at that time would last for only 30 to 35 years in the ordinary course of events to meet the normal demands within Australia for iron ore.

I might say, Mr. Acting Speaker (Mr. W. A. Manning), that we, as the State Government at that time, did not accept that assessment of Australia's known suitable iron ore deposits. We felt the Commonwealth Government, in putting up that excuse, was indulging in political dishonesty of the worst type; and it was not difficult then and it is not difficult now to nominate a reason why the Commonwealth Government rejected the request we had made. The fact that the reason, or excuse, given by the Commonwealth Government in its letter was a false excuse or a false reason was later proven absolutely by one of the Ministers in that Federal Government, in the person of Senator Spooner. He was at the time of which I am speaking—1957—Minister for National Development, and was very greatly interested in this iron ore business. He was not personally interested from a commercial sense, but interested in it through his department and possibly through other associations. I would not be at all surprised if he was largely responsible for drafting the letter which Sir Arthur Fadden finally sent on behalf of the Commonwealth Government to the State Government in Western Australia.

I have in both hands at the moment a cutting from the *Daily News* of the 14th November, 1961, the heading of which is

Spooner Spills a Nine-Year Secret. I would remind members that we as a State Government made our application to the Commonwealth Government for an export license in 1957. The *Daily News* article was written by Lloyd Marshall and I quote as follows:—

Senator Spooner has prematurely lifted the lid off the most closely guarded mineral secret in this State. The existence of the fabulous iron ore deposits in the Hamersley Ranges has been known only to a select few. The key find was made in 1952.

Quoting further from the article—

National Development Minister Senator Spooner announced in Canberra on Sunday that two new iron ore finds in the Pilbara could total more than 2,500,000,000 tons.

And so on; and this knowledge about the huge deposits of iron ore in the Pilbara was known to officers of Senator Spooner's department in 1952; yet five years afterwards Senator Spooner was largely responsible for persuading the then Acting Prime Minister, and presumably the other Ministers in the Federal Government, to reject the application by Western Australia for an export license, and to put up the excuse—the false excuse—to which I have referred.

There is no doubt that Western Australia was treated most dishonestly by the Federal Government at that time in connection with the issue. As I said before, it is quite easy, I think, to nominate the reason why Senator Spooner in particular, and the Federal Government in general, rejected the application. There could have been more than one reason. The objective the State Labor Government had in mind at the time in seeking an export license for a limited quantity of iron ore was to obtain sufficient financial proceeds to enable Western Australia to establish in the Bunbury-Collie area a fully integrated iron and steel industry which it was calculated or estimated would provide employment for 1,000 men in that area. This would have been a logical development for the establishment and operation of the small-scale charcoal iron and steel industry at Wundowie.

When that industry was established it was understood by all concerned that the industry was being established at Wundowie on a small commercial scale mainly for the purpose of deciding the economics of such an industry in this State; and the ultimate objective, before a pick was put into the ground at Wundowie, was that should the Wundowie test industry subsequently prove successful there would be established a large-scale charcoal iron and steel industry in the Bunbury-Collie area, where there were unlimited supplies of timber.

It was known from the beginning that the Wundowie industry would have to be restricted to a certain maximum productive capacity because of the limited timber supplies which were available within reasonable distance of that centre. So it will be seen that the dishonest decision of the Federal Government in this matter has been responsible for depriving the Bunbury-Collie area of huge industrial expansion. Had the export license been granted, as it undoubtedly should have been granted at the time, then the net proceeds from the export of iron ore would have been sufficient to enable the State to go ahead and develop a large-scale industry in the Bubury-Collie area along the lines I have mentioned.

Mr. COURT: Did you ever make any estimate of the potential capital cost of your project?

Mr. HAWKE: Yes. There are several other items in the Governor's Speech to which I should like to refer, but I think I have dealt with sufficient items to develop the theme I wanted to develop during this stage of my speech. I did not find anything in the Governor's Speech, although I searched it diligently from end to end, about the huge amount of increased taxation which this Government has put upon the people. I know, of course, from experience that the Governor's Speech is used as a sort of shop window by a Government to put out to the public, through such avenues of publicity as are available, the best items from the Government's point of view.

I am not criticising this Government on that account. It is something which has been done by all Governments, Federal and State, for a great many years. However, I failed to find any mention in the Speech of the greatly increased taxation which this Government has put upon the taxpayers in Western Australia. It was unfortunate, because I had to do some research of my own in this field. I found that in the financial year before this Government first came to office—1959-60—the motoring public, for instance, paid to the Government £1,973,000, which is just short of £2,000,000. Under the present Government's policy of loading taxation on the general public, and particularly it would appear upon the motoring public, motorists paid to the Government last financial year £3,549,000, representing an increase over 1959-60 of £1,576,000.

Mr. O'CONNOR: With the same number of motorists?

Mr. BRAND: What was the increase in the number of vehicles?

Mr. HAWKE: What did the honourable member for Mt. Lawley say?

Mr. O'CONNOR: I presume it was not the same number of motorists.

Mr. HAWKE: The honourable member presumes that?

Mr. O'CONNOR: You did not say it was not the same number.

Mr. HAWKE: The honourable member for Mt. Lawley is showing great acumen—great mental dash, if I may say so.

Mr. W. HEGNEY: That's unusual.

Mr. HAWKE: Obviously the number of motorists is greater today than it was in the financial year 1959-60. In fact, later on I am prepared to allow the honourable member to have a look through the notes which I hold in my left hand and he will see I make reference to the fact that the number of motorists in Western Australia today is far greater than it was some five or six years ago. However, should the honourable member wish to calculate the number of motorists in the year 1959-60 and the number in the last financial year, and work out the cost per head of taxation imposed upon them by the State Government, he will find the cost per head was much greater in the last financial year than it was in the previous year to which I have made reference.

Mr. GRAHAM: And it will be higher still in the current one.

Mr. HAWKE: The ratepayers in the metropolitan water supply, sewerage, and drainage district paid to the Labor Government in 1959-60 a sum of £2,267,000. In the last financial year the Government we see in front of us—

Mr. BOVELL: And it will be here for many years yet.

Mr. GRAHAM: You go back to your timber permits.

Mr. HAWKE: —compelled them to pay £3,483,000, or £1,216,000 more than was paid in the year 1959-60. In case the member for Mt. Lawley is coming in with the same type of interjection, I would freely agree the number of ratepayers in the metropolitan water supply district or area during the last financial year was greater than in the year 1959-60. Here again, however, if the honourable member wishes or cares to work out the sum per head paid by ratepayers to the Metropolitan Water Supply, Sewerage, and Drainage Department in each of the two years concerned, he will find the sum per head was ever so much greater last financial year than in the other year to which I have referred.

An indirect form of taxation paid by the public is stamp duty. In the financial year 1959-60 the public paid £1,900,000 in stamp duty to the State Government. In the last financial year they paid to the present Government £3,561,000. Here again, if it pleases the member for Mt. Lawley, and I am sure it does, there were more people—or were there?—paying stamp duty than in the earlier year.

The increase made by the Government in railway freights early in the Government's career would account for most of

the increase in total railway revenue from £14,700,000 in 1959-60 to £17,400,000 in 1963-64. However, even with this far greater amount of revenue—£3,000,000 approximately—the present Government has not, so far, even agreed to pay to the railway officers concerned a reasonable amount of retrospective pay in relation to increased salaries which their tribunal awarded to them some months ago.

Mr. Graham: They have the Premier worried.

Mr. HAWKE: However, I did notice in the paper a short paragraph to the effect that the Premier had changed his previous strong attitude in this matter.

Mr. Rowberry: His stubborn attitude.

Mr. HAWKE: Instead of insisting he would not receive any deputation he finally agreed to receive one, and did in fact—

Mr. Brand: I did not say I would not receive this deputation. I never ever said that.

Mr. Davies: You refused to accept it.

Mr. HAWKE: I think the Premier is splitting a haystack here—it is more than a straw. He refused to receive a deputation from the Railway Officers' Union.

Mr. Brand: Yes.

Mr. HAWKE: However, when the railway officers' union gathered a body of industrial strength around it, and its members were able to get the Trades and Labor Council on their side, and the Trades and Labor Council requested the Premier to receive a deputation, the Premier said, "Yes, Mr. Trades and Labor Council, I will receive a deputation from you."

Mr. Brand: That will be the day! You are making out a good case for a sympathetic hearing.

Mr. HAWKE: My one hope is, however, the Premier and his colleagues will give this matter due and just consideration.

Mr. Davies: Hear, hear!

Mr. HAWKE: Should they do that, I think they will make the decision which the deputation has requested of the Government.

Mr. Graham: The Premier could improve on the Minister for Railways, anyway.

Mr. Brand: No; I can't say that.

Mr. HAWKE: I have dealt with some phases of taxation; and I must say, Mr. Acting Speaker (Mr. W. A. Manning), you have been an inspiration to me. Each time I have looked around I have seen you nodding what I have interpreted to be approval. I may be wrong at that. If you have not so far been nodding approval to what I have been saying, I am sure you will a little later on in my speech. All I want to do further in relation to State taxation is to mention the total amount

of State taxation which was placed upon the people of Western Australia in the financial year 1959-60, and the total amount which was put upon them by the present Government last financial year.

In the 1959-60 year the total amount was £9,000,000. Last year it was £12,000,000, or an increase of 33½ per cent. in five years in the total State taxation upon the people. The amount of tax per head of population in 1959-60 was £12. 10s., and today it is over £17.

Mr. Rowberry: The member for Mt. Lawley please note.

Mr. HAWKE: I come now to the Minister for Works, and I am sorry to disturb him from his obvious relaxation. I quote from *The West Australian* newspaper of the 2nd July, 1964. The heading is "State Will Agree To £15 8s. Basic Pay". The subheading is—

The State Government will agree to a West Australian basic wage of only £15 8s.—

I interpose here to point out that *The West Australian* newspaper, which is not a Labor newspaper by any means, put in the word "only"—"only £15 8s." To continue with the subheading—

—the present federal level—when the Industrial Commission deals with the Trades and Labor Council application for an increase of £2 12s.

If successful, the T.L.C. bid would lift the State basic wage (for males in the metropolitan area) from £15 4s. 2d. to £17 16s. 2d.

A little further down in the article the following appeared—

Labour Minister Wild said yesterday that the Government would submit that the State's economy could not stand a basic wage higher than £15 8s. This level had been established only recently, after considerable research and evidence put before the Commonwealth Arbitration Commission.

That was published on the 2nd July this year, and on the 3rd July the officer representing the State Government before the commission had to make an apology on behalf of the Government for the statement which the Minister for Labour had made. I quote—

Mr. Wilson made an apology on behalf of the State Government to the W.A. Industrial Commission yesterday.

His apology was for Labour Minister Wild's disclosure through the Press, without first advising the commission, that the Government intended to intervene.

I am not blaming the Minister for Labour in the matter. It is the sort of mistake any over-enthusiastic Minister could make, especially when he was trying to put a

spanner in the works of the trade union movement in its efforts to get a more just wage for its members.

Mr. Graham: The Minister for anti-Labour.

Mr. HAWKE: Members on this side of the House have already made public their views in regard to the Government's offer. We described it at our special meeting at Geraldton as a paltry and contemptible offer. I think that is all I need to say about it.

I now come to the part of my speech where I thought you, Mr. Acting Speaker (Mr. W. A. Manning), might become a little interested, and might nod substantial approval to the remarks which I propose to make briefly during the next few minutes. Members of the Chamber looking at the document which I am holding in both hands will notice that at first glance it appears to be a Communist Party document. There are large printed words in red—

Mr. J. Hegney: The only thing that is missing is a hammer and sickle.

Mr. HAWKE: —on the top part of the first page and red printed words on the top part of the back page. I shall quote the words printed in red on the top part of the first page—

You cannot afford to sit on the fence when it comes to politics.

I am sorry the member for Murchison is leaving at this stage. This leaflet was issued by and on behalf of the Liberal Party of Western Australia over the name of "R. Withers, State President in Western Australia of the Liberal Party."

Mr. W. Hegney: He is not "with us"; he is against us.

Mr. HAWKE: I propose to quote only very small extracts from this leaflet. The copy which I have with me was sent to a Labor member of Parliament. I hope you, Mr. Acting Speaker (Mr. W. A. Manning), were in receipt of one through the post.

Mr. J. Hegney: Will copies be passed around for greater accuracy?

Mr. HAWKE: It reads—

We therefore fight the A.L.P. Our parliamentary members spurn any association with the A.L.P. We ban any political arrangements with the A.L.P. even when such arrangements bring short-term political advantage.

Mr. Cornell: Did you say the A.L.P. or the D.L.P.?

Mr. Graham: I think you know.

Mr. HAWKE: That is the end of the first quote; and all I want to say in connection with it is that at the Federal election for the Federal seat of Moore some five years ago the Labor Party decided to give its No. 2 preference votes to the Liberal

candidate, Mr. Halbert; and its No. 3 preference votes to the Country Party candidate, Mr. Leslie. Nobody in the Labor Party ever received any complaint or protest from Mr. Halbert, from Mr. Withers, from Mr. Brand, or from anybody else associated with the Liberal Party in Western Australia. In fact, I am sure that as soon as the intention of the Labor Party was made known on that occasion the members of the Liberal Party must have jumped for joy, as it were.

Mr. Kelly: They held a celebration.

Mr. HAWKE: They must have thrown their hats in the air. They must have said, "This is it; the A.L.P. is going to put our candidate in for the Federal seat of Moore."

Mr. Kelly: And we did.

Mr. HAWKE: Of course we did. So although the Liberal Party may spurn association with the A.L.P., when it comes to getting some real, decisive, practical political benefit in an election from the A.L.P., the Liberal Party does nothing to try to wipe out that assistance. It does not send any letters, or make any representations of any kind to the A.L.P. saying, "We do not want your second preferences; we spurn you. We will not get on the Socialist tiger with you. We will not have anything to do even with the second preference votes from any Socialist; we will not be associated with you in any way, and we will not allow you to be associated with us in any way; we will not accept your help; we urge you to give your second preferences to the Country Party candidate." Nothing like that was said by the Liberal Party.

I would like to make just another short reference to this leaflet. The quotation I wish to make reads as follows:—

Chamberlain presented himself at the room of the Rt. Hon. John McEwen's offices that evening. He was in company of his parliamentary leader, Arthur Augustus Calwell, who introduced Chamberlain and soon left him alone with McEwen.

There is a lot of detail set out in the leaflet, and I am sure the member for South Perth could recite it as well as he could the poem, "The Boy Stood on the Burning Deck," without referring to his notes. The Minister for Health might possibly be able to do the same—but only possibly. The last quotation I wish to make from this pamphlet reads—

The above shows the lengths to which the Country Party will go to maintain parliamentary representation. This can't be a once-for-all deal. What must they now do to retain the favour of the A.L.P.?

The Country Party claims that it fights Socialism. Is this how it does it?

A further extract from the leaflet in question reads—

He who rides on the back of a Socialist tiger may never dismount.

This was printed by West Australian Newspapers Limited. I understand that part of its distribution was organised in some of the offices of the Liberal Party senators of Western Australia. It is surprising this pamphlet should be signed, "R. Withers, State President, Liberal Party", because had his father not ridden on the back of the Socialist tiger, so to speak, for many years, as member of this Legislative Assembly, Mr. Reg Withers would certainly not be where he is today; he would probably have been a street sweeper these days. It is only because his father and mother sacrificed themselves very desperately to enable him to receive a first-class education that he was able to start his social climbing, and adopt an air of super respectability and decide he could not ride on the back of the Socialist tiger; and therefore he had better join the Liberal Party and ride on the back of the white horse in Hay Street, West Perth.

Mr. Rowberry: Ride on the back of the workers.

Mr. HAWKE: I will leave the rest of the discussion in connection with the leaflet to members on the Country Party benches. I can see the member for Mt. Marshall scratching his head very vigorously, and I can also see the member for Avon developing an aggressive countenance.

Mr. Cornell: I am wondering whether that pamphlet is a rewrite of the Book of Revelations.

Mr. HAWKE: The Minister for Railways yesterday made a personal explanation to the House in connection with false information which he gave to the House last year. Members who recall that incident will know I criticised the Minister very severely at the time, because I knew he was making a false statement. However, he stalled on the issue right through to the end of the session, and consequently was able to get away with it.

The Minister had falsely accused a passenger on the Perth-Northam railway road bus of having been responsible for causing delay to one of those road buses when it reached Midland Junction. The facts and truth of the situation were that the Railways Department itself had caused the delay. The delay was brought about by the fact that the first bus was a bus going to Wundowie and Wooroloo on its way to Northam; whereas the second bus was an express bus direct to Northam. Unfortunately a passenger who got on the second bus was a passenger for Wundowie. When this was discovered at the Perth railway station, they rang the Midland railway station and told the authorities there to hold the first bus until the second bus got there, so that the passenger could transfer.

It has taken a great deal of effort to force the Minister for Railways into a situation where he has to admit the information which he gave to the House was false, and the passenger in question was libelled by the Minister in the statement he gave originally to us. I am not altogether blaming the Minister for originally having given the information he did to the House; because, naturally, in these circumstances he would have had to depend to a considerable extent upon the advice which the officers of his department gave him. However, what I do criticise the Minister very severely about is that he has not, since that time towards the end of last session, until recently made any sort of reasonable reparation in the matter. I sincerely hope and trust he is now going to send a letter of withdrawal and apology direct to the railway passenger concerned.

Mr. Court: Certainly not!

Mr. HAWKE: That is the sort of individual we have. He makes false accusations in Parliament against a citizen; and, when he is proven to have made a false accusation against a citizen of the State, instead of doing the right, reasonable, and honourable thing in relation to the passenger concerned by sending a direct letter of withdrawal and apology, all he contents himself with doing is coming to Parliament and saying, "Toward the end of last session I gave information to Parliament which was false. Subsequent investigation has shown it to be false, although I did not know it to be false at the time, and I now want to have a correction made."

Mr. Court: You are being quite unreasonable about the situation, and you are also being quite unfair to the men of the railways.

Mr. HAWKE: It has nothing to do with the men on the railways, but with the Minister himself. Before the Minister returned to the Chamber I said he had given information to this House which was false, and which libelled a passenger of the Railways Department.

Mr. Court: It did nothing of the sort.

Mr. HAWKE: I said, before the Minister returned, that I did not hold him responsible for that at the time, because naturally in this situation he had to accept the advice given to him by his railway officers, and he had to put up a reply for us on the information they gave him. But when he discovered the information was false, and the charge made against the passenger concerned was groundless, surely the fair and reasonable thing for him to have done was to send a letter of withdrawal and apology to the passenger.

Mr. Court: The commissioner and I saw this person on the 8th January and gave her the full facts of the case. You know the story and have seen the papers; and you know she will not accept any explanation.

Mr. HAWKE: I have seen the papers and I know the commissioner has done the right, the reasonable, and the honourable thing up to date; but the Minister for Railways has only partly done that. If he reconsiders the situation, and gives it the consideration and attention he should, I think he might do the right thing.

Mr. Court: The commissioner and I saw the person together. So how can the commissioner do one thing and I another; because we both saw the person together and she would not accept any explanation.

Mr. HAWKE: The passenger denies the Minister did anything but insist the passenger had been responsible for the delay, and it is up to the Minister to clear that situation.

Mr. Court: You have seen the papers.

Mr. HAWKE: The Minister can do it so easily.

Mr. Court: I have done it in Parliament; that is the only place I know of.

Mr. HAWKE: Doing it in Parliament is not sufficient. I suggest to the Minister that the man who does big things does big things in small situations; and even though the Minister might consider this to be a small situation, here is an opportunity for him to prove he is big in such a situation.

Mr. Court: You are making a tremendous mountain out of nothing.

Mr. HAWKE: I am stating the situation, and I will leave it to the Minister to do, I hope, the right thing.

Mr. Court: I do not think you are being fair to the men concerned.

Mr. HAWKE: This has nothing to do with the men concerned.

Mr. Court: I endeavoured to have the position represented fairly so far as they are concerned. They should not have to be pilloried because a passenger said they should do something, or did not say something.

Mr. HAWKE: That is not the situation at all. The Minister is trying to cover up. He is trying to establish a subterfuge. The fact is—and nobody can deny this—that the Minister made a false statement which contained a false accusation. What has that to do with railway employees?

Mr. Court: It has everything to do with them, because it was their information.

Mr. HAWKE: Since then the Minister and the officers concerned have found out they were wrong.

Mr. Court: And we have corrected it in three places.

Mr. HAWKE: The Minister has made a half-hearted statement of withdrawal in this House. The fact that has been done

meets the situation to the extent of 33 per cent. What has it to do with the employees, when I say the Minister should write a letter of withdrawal and apology to the aggrieved person?

Mr. Court: This has been done in three places.

Mr. HAWKE: It has nothing to do with the employees. It is obvious to me the Minister feels he is high and superior, and it would be an undue humbling of himself if he did the right thing by a single citizen within the State.

I never speak well on a full stomach, Mr. Speaker, and I have no desire to continue after the tea break. I now wish to move an amendment in connection with the subject with which I dealt earlier.

Amendment to Motion

I move the following amendment:—

But we wish to record our strongest protest against the attitude of the Government in the State basic wage case, and particularly against its paltry offer of an increase of only 3s. 10d. per week.

Debate (on amendment to the motion) adjourned, on motion by Mr. Brand (Premier).

House adjourned at 6.15 p.m.

Legislative Assembly

Thursday, the 6th August, 1964

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