

Amendment put and a division taken with the following result:—

Ayes—23

Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. D. G. May
Mr. Davies	Mr. Moir
Mr. Evans	Mr. Norton
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rhatigan
Mr. Hall	Mr. Rowberry
Mr. Hawke	Mr. Sewell
Mr. Heal	Mr. Toms
Mr. J. Hegney	Mr. Tonkin
Mr. W. Hegney	Mr. H. May
Mr. Jamieson	

(Teller)

Noes—24

Mr. Bovell	Dr. Henn
Mr. Brand	Mr. Hutchinson
Mr. Burt	Mr. Lewis
Mr. Cornell	Mr. I. W. Manning
Mr. Court	Mr. W. A. Manning
Mr. Craig	Mr. Mitchell
Mr. Crommellin	Mr. Nimmo
Mr. Dunn	Mr. O'Connor
Mr. Gayfer	Mr. Runciman
Mr. Grayden	Mr. Wild
Mr. Guthrie	Mr. Williams
Mr. Hart	Mr. O'Neill

(Teller)

Pair

No

Mr. Curran Mr. Nalder

Majority against—1.

Amendment thus negatived.

Debate (on motion) adjourned, on motion by Mr. Evans.

House adjourned at 12.3 a.m. (Wednesday)

Legislative Council

Wednesday, the 12th August, 1964

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The PRESIDENT (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS ON NOTICE

COURTHOUSE AT BROOME

Inadequacy and Modernisation

1. The Hon. F. J. S. WISE asked the Minister for Justice:

- (1) Is the Minister aware that the courthouse in Broome—which town is in the centre and place of residence for the magistrate in the Kimberley district—is considered to be inadequate to meet modern requirements?
- (2) Is it the intention of the Government to modernise the Broome courthouse to meet the standard considered necessary for cases to be heard at Broome by judges of the Supreme Court?

New Residence for Visitors

- (3) Will the Government also consider the building—as soon as possible—of a suitable residence at Broome appropriate to the accommodation needs of such visitors as the judges of the Supreme Court?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Yes. This has been listed for consideration in the draft programme of loan works to be undertaken in the current financial year.
- (3) In view of the infrequency of the occasions when judges will be called upon to visit Broome, this, in itself, would not warrant the building of a suitable residence for their needs. The question as to whether the requirements of other Government departments would justify such a building will be referred to the Public Works Department for consideration. Recently a new residence for the magistrate was built at Broome, and the magistrate has expressed his intention of inviting visiting judges to stay with him.

NOXIOUS WEEDS

Infestation from Eastern States Sheep

2. The Hon. R. H. C. STUBBS asked the Minister for Mines:

As all consignments of sheep entering Western Australia carry a certificate that the sheep are free from burr infestation or noxious weeds seeds—

- (a) What department is concerned in the Eastern States in the inspection and issuing of the necessary certificate?
- (b) Will the Minister protest to the Eastern States authorities on the consigning of burr-infested sheep to Western Australia?

- (c) Will he have inspections carried out at the nearest siding to the South Australian-Western Australian border?
- (d) Are the trucks that have carried sheep thoroughly cleaned or treated with steam or chemicals to destroy the burrs and noxious weeds seeds?

The Hon. A. F. GRIFFITH replied:

- (a) The Department of Agriculture in each State.
- (b) This has already been done.
- (c) Inspection at the border is not practicable, because it would necessitate holding, and possibly shearing, facilities, permanent location of staff, and provision of fodder and water. Transport difficulties would also be involved, particularly at peak rail periods.
- (d) Noxious burrs are not readily de-vitalised by steam or chemicals, but trucks that have carried burr-infested sheep are cleaned thoroughly by sweeping and washing.

KARNET INSTITUTION

Inmates, Treatment, and Professional Staff

3. The Hon. R. THOMPSON asked the Minister for Justice:

In regard to Karnet institution will he advise—

- (a) the number of inmates;
- (b) the number receiving treatment for alcoholism;
- (c) the type of treatment being administered to the alcoholics; and
- (d) the names and qualifications of the professional staff who are administering such treatment?

The Hon. A. F. GRIFFITH replied:

- (a) 90.
- (b) 38.
- (c) The inmate is medically reviewed on admission and appropriate treatment, dietetic, drugs, occupational therapy, are prescribed as indicated for the particular case. He is seen by two members of the Inebriates Advisory Board, and subsequent progress is followed up in further psychiatric or social worker interviews. Alcoholics Anonymous is an integral part of the programme, and two A.A. meetings are held at Karnet per week. As part of the treatment, close attention is paid to the individual's personality and

his response to the therapeutic and rehabilitative treatment instituted at Karnet, and endeavours are made to get the individual back into useful employment as soon as considered advisable by the board, which consists of two psychiatrists and a welfare officer. In most cases the board endeavours to ensure that employment is available.

- (d) Dr. W. B. C. Gray, Medical Superintendent of Havelock Clinic, West Perth; Dr. E. F. Fletcher, a psychiatrist in private practice in Perth; Dr. O'Brien, District Medical Officer for Karnet. In addition to the two medical practitioners named, Mr. Colin Lee, welfare officer, assists in the administration of treatment.

RAIL TRAVEL, PERTH TO KALGOORLIE

Provision for Kalgoorlie Residents on Saturday Nights

4. The Hon. J. J. GARRIGAN asked the Minister for Mines:
- (1) Is it the intention of the Railways Department, in the near future, to run an express from Perth to Kalgoorlie on a Saturday night?
 - (2) If the answer to No. (1) is "No," will the Minister give an assurance that alternative travelling accommodation is made available to Kalgoorlie residents, on the *Westland*, leaving Perth on Saturday night?

The Hon. A. F. GRIFFITH replied:

- (1) No.
- (2) No assurance can be given; but, provided accommodation is available, Kalgoorlie residents are permitted to travel on the *Westland* leaving Perth on Saturday evening.

ALCOA REFINERY

Tabling of Public Health Department Files

5. The Hon. R. THOMPSON asked the Minister for Mines:

Would the Minister lay on the Table of the House all Public Health Department files relating to the Alcoa Refinery at Naval Base?

The Hon. A. F. GRIFFITH replied:

In answer to the honourable member's question, the file is tabled herewith.

File No. PHD. 530/63 was tabled.

SENIOR HIGH SCHOOL AT MERREDIN

Provision of Sporting Amenities and Canteen

6. The Hon. R. H. C. STUBBS asked the Minister for Mines:

- (1) Is the Minister aware that, since the completion of the Merredin Senior High School many years ago, there are no grassed playing fields?
- (2) Is he further aware that the pupils have to travel one mile to the recreation ground at North Merredin for sport?
- (3) Is any programme planned for providing a grassed oval at the school and the necessary reticulation equipment?
- (4) Is any provision being made for tennis and basketball courts this financial year?
- (5) Is any work planned in connection with the provision of a canteen?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Yes.
- (3) No. The question of reticulation was discussed, but there is no guaranteed water supply for the school.
- (4) Tennis and basketball courts are listed for construction this financial year providing funds are available.
- (5) A canteen was provided some years ago and is in operation. A screening wall will be constructed when funds are available.

AERIAL CROP SPRAYING

Uniform Legislation

7. The Hon. J. HEITMAN asked the Minister for Local Government:

- (1) What consideration has been given for uniform legislation throughout Australia to increase the efficiency and reduce the hazards of aerial agriculture?

Testing and Registration of Weedicides

- (2) Are weedicides adequately tested before they are registered?
- (3) What regulations are in force to prevent the use of unregistered weedicides in aerial crop spraying?

The Hon. L. A. LOGAN replied:

- (1) A uniform Bill for this purpose, sponsored by the Australian Agricultural Council, has reached an advanced stage of drafting. It is intended that it should be introduced in all States.

- (2) It is not practicable to undertake comprehensive tests with all weedicides before they are registered. They must be considered generally suitable on the basis of information obtained elsewhere, however, for the use for which they are recommended.

- (3) Regulations under the Health Act.

RAILWAY GUARDS

Employment in Goods Sheds

8. The Hon. R. H. C. STUBBS asked the Minister for Mines:

- (1) What are the reasons for guards employed by the W.A.G.R. to work in goods sheds?
- (2) (a) How many places and men are affected?
(b) When did it commence?
(c) From what office in the department did this order emanate?
(d) How long will it continue?

The Hon. A. F. GRIFFITH replied:

- (1) It is general practice to utilise guards in goods sheds or on station duties during periods when normal work on trains is not available; i.e. cancellation of trains, limited services, etc.
- (2) (a) The practice is common throughout the system and its extent depends on the circumstances applying.
(b) The practice has been in force for many years.
(c) Answered by No. (1).
(d) For as long as circumstances dictate.

ADDRESS-IN-REPLY: FOURTH DAY

Motion

Debate resumed, from the 11th August, on the following motion by The Hon. J. G. Hislop:—

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

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

THE HON. J. DOLAN (West) [4.44 p.m.]: I would like, first of all, to deal, more fully than I did on the debate on the Supply Bill, with the question of the examination system. In order to put it in its correct perspective, for a start, I would advise members that there are four groups of persons concerned in every aspect of this subject. In the first group are the pupils or students; in the second group the teachers, instructors, or lecturers; in the third group the examiners; and in the fourth group the markers of the examination papers. Each one of these groups has a very important role to play.

Initially, I will deal with the first group—the students. Every child from his very first year at school has his studies arranged progressively in every subject from the infants school to the primary school. If he continues into secondary education, and if he goes further into tertiary education, his studies are also progressively arranged at those levels. The curriculum in each subject at each stage is prepared by selected groups of highly qualified educationists who have excellent teaching records.

These experts have used their experience and the results of past years, and have correlated them with the needs of the individual today. During their school years, children are tested regularly so that their progress can be evaluated. The methods of testing follow a pattern which gives the majority of the pupils the opportunity of obtaining results commensurate with their ability. They are not judged on a single examination. Other aspects of their work—general attitude; class study; homework; etc., are all taken into consideration, and the results are a reasonable guide to their progress.

A general statement could, perhaps, cover the situation. An average child who works consistently and intelligently should have no difficulty whatsoever in passing the ordinary intraschool examination. It is in the public examinations that some children find difficulty. Sometimes it is the occasion itself which can be the stumbling block. This can affect even the brightest children. Even champion athletes can be affected by the occasion. Might I cite as an example probably the greatest woman tennis player the world has ever known—Margaret Smith. She can beat every woman in the world except when she plays at Wimbledon—twice there the occasion was too much for her. On those two occasions, despite the fact that she was far superior to every other player, she failed. Children undergo the same experience when sitting for examinations, and particularly those the results of which may mean their future.

In the second group we have the teachers. Might I say that the true teacher is dedicated to the highest ideals of his profession and to the advancement of his pupils' interests. He has to present the

subject matter of each item in the curriculum in such a way that his pupils progress to the limit of their capabilities always. He develops in his charges confidence and ambition, and he tries to fit them to meet every difficulty in every situation they might encounter, particularly those associated with public examinations.

In the third group are the examiners. It is the task of an examiner, firstly, to set an examination which is based on the curriculum set for the examinees. Secondly, he has to give every examination entrant an opportunity and a fair chance to show his ability. A public examination paper is generally compiled by a group of examiners, and they bring their maturity and skill to the task entrusted to them, and, generally speaking, they succeed.

The final group are the markers of the examination papers. In public examinations, because of the great number of candidates, there is generally a large number of markers, and in order to guide them towards uniformity a key is generally provided by the examiners. In spite of these keys and the fact that the marking has become fairly uniform, it has to be admitted there have been many mistakes made in the marking of papers due, probably, to the personal bias of examiners or to markers in one way or another.

In examinations such as those for the University Junior Certificate or the University Leaving Certificate, in the case of a student who may have failed, and who felt he may have done better, provision has been made for a subsequent marking of a paper by a different marker, if the student makes application for this.

For the past 50 years or more this question of public examinations has occupied the minds of educationists, and it will continue to do so. At the present time, because of the keen competition for entry into the University, into the various professions, into the Public Service, and into the Education Department, it has been found necessary for public examinations—despite their chanciness—to be continued.

What alternatives can be offered to the examination system? Intraschool, it is possible that accrediting will fill the bill; but there are such varying school standards that when it comes to public examinations, when all standards of pupils meet on a common level, it appears we have to put up with the present system of school examinations.

I suggest there is one way, perhaps, in which there could be an improvement made in the certificates that are issued. Here in Western Australia, for example, certain conditions are attached to the Junior Certificate, and the Leaving Certificate. A student might pass six or seven subjects with distinction in the Leaving, and yet might not be issued with a Leaving Certificate. That happens when the student

fails in English, and that is a most regrettable feature of this examination; because undoubtedly a student capable of passing so many subjects with distinction is a worthy student.

It is an absolute fact that students have passed five or six subjects with distinction in the Leaving examination, but still have not been able to be issued with a Leaving Certificate. When something like that happens we should revert to the system which is in vogue in England and in Victoria, where a certificate is issued on which a child is credited with any subject in which he shows he has reached a pass standard.

If I were an employer I would take more cognisance of a certificate issued by the school, and of a certificate of character, perseverance, and suitability, than I would of an examination certificate. Some students who can pass examinations very often do not succeed in life, because they lack the chief qualifications found in people who become leading citizens.

The second subject on which I wish to address myself is decimal currency. February 1966 is D.C. day, and it is getting closer. Although we have made some moves in Western Australia to meet the situation, we are still a long way behind some of the other Australian States. Let me give one example: In Victoria the Egg and Egg Pulp Marketing Board has engaged successfully in a decimal currency promotion scheme, while at the same time it has been able to promote its wares. The board issued, with each carton of a particular grade of egg it was campaigning for, a little plastic container in which there were cardboard samples of the decimal coins that are to be issued.

The board advised the people who bought those eggs to retain the sample coins, because they would be very useful later on. At the end of the campaign the board held a children's party which was attended by 40,000 children, and the sample coins they had retained from the cartons of eggs became legitimate currency on that day. Business firms throughout Victoria, and particularly those in Melbourne itself, provided all the goods that were offered for sale. The children had a wonderful afternoon spending their coins and receiving their change in decimal currency.

This experiment was viewed by members of the Decimal Currency Board, and, at the end of the day, having fully observed the scheme in operation, their conclusion was that the children of Victoria would not experience the slightest difficulty when the changeover to decimal currency took place in 1966.

The Hon. G. Bennetts: I think the old people will have trouble.

The Hon. J. DOLAN: The second great result from that campaign was this: Prior to the introduction of this scheme, the maximum sales of this particular grade of egg were 48,000 dozen a week, but for the month when the campaign continued, the sales averaged 90,000 dozen a week. So we can see from that angle alone what a wonderful thing it turned out to be for one branch of primary production.

I might suggest at this stage that the Government look into that particular experiment, and see if it could persuade a similar board in Western Australia to undertake a similar campaign next year, in order to educate the children and the public in the use of decimal coinage.

The new Royal Australian Mint—the first of its kind to be built in Australia—is nearing completion, and the cost is over £2,000,000. It is estimated when the mint comes into production it will produce 300,000,000 coins a year. There are at present in circulation, within a million or two, 2,500,000,000 coins, consisting of threepences, sixpences, pennies, half-pennies, etc. Even when the new mint is working to full capacity it will take at least eight years before it can produce sufficient coins to meet all the requirements.

There is one difficulty. It was felt that the mints in Melbourne and Perth would be able to assist in the production of the new coinage, but due to the misguided belief of some people—people who persist in trying to corner all the pennies—that they might reap some advantage under the new coinage system, those mints are fully occupied in producing pennies to keep up with the present demand. I might issue a warning to those misguided people who think that the hoarding of pennies will benefit them eventually: that the Government, when the changeover takes place, will make sure that no advantage is gained by the hoarders of the existing coins.

I have another suggestion which I wish to put before the Government. It should make an approach to the retail traders in Perth, and throughout the State, to induce them, if possible, during 1965, to mark all their goods with the price in both the existing monetary values and in decimal values. One firm in Perth has been doing that this year. If all the firms would do the same—and it does not require very much work and expense on their part—then people looking into the windows would be made conscious of the great change that will take place in our monetary system, and so become familiar with its implications. In that manner we could educate the people in the way they should be educated.

The final suggestion I make on this particular matter is that the Decimal Currency Board be approached to see if it could provide this Parliament and all banking institutions with facsimiles of the

proposed decimal coins. These could be displayed in conspicuous places so that the public could be made aware of them. The people would know what they look like, and in circumstances such as those they would learn what we want them to learn.

The third topic on which I wish to address myself is the question of road safety. If motorists would only obey the traffic laws, and would show a bit of courtesy and consideration to their fellow users of the road, then I feel the accident rate would drop tremendously; but they will not. Consequently those in authority must do everything possible to reduce the terrific toll on our roads. I compliment the Minister and the responsible authorities for the excellent job they are doing in trying to deal with this great problem. I feel, of course, that they are always prepared to listen to any suggestions which may be made and examine them to see if they have any merit and, if possible, put them into operation.

I respectfully suggest a few things for consideration by the Government, and the first one is in connection with safety belts. My study of the subject convinces me that cars should be fitted with safety belts. I will give members a few examples. Last year in Brisbane a special committee from the Department of Neurosurgery at the Brisbane General Hospital examined 200 fatal accidents and in not one case was a safety belt used. The committee also examined over 1,000 accident cases in which belts were used and, despite spectacular crashes and most dangerous accidents, in not one instance was there a very serious casualty.

The Snowy Mountains Hydro-Electric Authority had all its 700 vehicles fitted with safety belts; and not only that, but the authority disciplines those people who do not use them consistently. The results in 1962, despite head-on collisions and cars rolling over and going down embankments, and so on, indicate that there was not one single case where a day's work was lost through those accidents. That also applies in the latest figures available to the middle of 1963.

Our local hot rod races are held at Forrestfield on a Sunday, and if members want to see fellows who take risks and turn cars over, they have only to go there. The officials running those carnivals insist that safety belts must be worn; and there still has to be a very serious accident. My final example to convince members of the value of safety belts is the world's fastest driver, Sir Donald Campbell, who never drives in his car without a safety belt. He has had a couple of narrow squeaks, and he is convinced that the wearing of a safety belt is one way to avoid a serious accident.

The Hon. G. Bennetts: He might be getting a percentage from a belt maker.

The Hon. J. DOLAN: Quite possibly, too. I suggest the Government might perhaps progressively have all its vehicles fitted with safety belts. After all, a Government should give the lead, and if it does so it can be confidently expected that thousands will follow that lead.

I would suggest also that they be a compulsory part of the equipment of driver-instruction cars. I always feel that the first time we try anything we get a lasting impression. I will never forget the first time I went in an aeroplane. I was careful to put on my safety belt. I watched the warning light and I put the belt on and took it off as directed. When a person is receiving his first lesson in driving, if the first thing the instructor says is "Put on your safety belt, because it is of great value," I feel it would be setting a wonderful example to those people who would probably as a result always put the safety belt on.

The Hon. L. A. Logan: A very good point.

The Hon. J. DOLAN: I feel also that when accident reports are made by police, the aspect of whether there was a safety belt used in the car should be explored. The information gathered could be of use in the future when considering action to be taken in this matter. It could also be made a feature in newspaper reports, and in that way we could further educate people in the use of belts.

I have a few more suggestions to make about road safety. First of all, in regard to country roads, I feel a speed limit of 55 miles an hour should meet the case so far as speed is concerned. All metropolitan users, say, on the Freeway, know that when they get to 50 miles an hour they are reaching a speed where the control of their car is not as good as it might be; and 55 miles an hour on country roads should be a speed above which motorists should not wish to go.

The Hon. L. A. Logan: That is only a crawl.

The Hon. C. R. Abbey: Would you introduce a 55 mile an hour limit on Great Eastern Highway?

The Hon. J. DOLAN: Yes; I would apply it to all highways. The other thing I would suggest is that on those highways a system, the same as is applied at some intersections in the metropolitan area, should operate. At stages along highways signs should be displayed indicating the speed which is safe. There are signs erected close to intersections in the metropolitan area indicating that the driver must slow down to 15 miles an hour, and I feel that these signs give motorists a warning and thereby often prevent serious accidents. There are danger spots on our country roads, and if some indication were given to motorists as to the safe speed, I feel

a considerable number of the serious accidents—and very often fatal accidents—on country roads would be avoided.

There is one other matter which might be given serious consideration. I suggest the Government should closely examine a scheme put into operation in New Zealand this year. Last year the Minister for Transport in New Zealand, on the advice of the road safety people, decided that on the 1st May this year they would try to have an accident-free day throughout the Dominion of New Zealand. That is getting really ambitious in a place the size of that country. The day selected was a Friday because statistics show that Friday is the worst accident day in New Zealand, and May was selected because that month is the worst for accidents.

The Government felt that if it organised the project properly there would be a lead-up period of a month during which people would be made conscious of that particular day, and there would be a consequent fall in the accident rate with a carry-over, perhaps, for a month or more after the 1st May. They started with an advertising campaign. I will not weary members by going in detail through all the methods they used to publicise the day, but they started first of all by approaching the calendar-makers to make a feature of the 1st May, 1964, because that was the day on which this great experiment was to be launched. The next stage was to bring out a postage stamp. The 3d. postage stamp had the slogan—Make May 1st an Accident-free Day.

The Hon. F. J. S. Wise: A very attractive stamp, too.

The Hon. J. DOLAN: They brought out a first day souvenir envelope cover and arranged for 200,000 of them, on which there was to be a royalty of 55s. a thousand. However, the printer found that he could get rid of over 300,000, and they increased the royalty to 65s. a thousand. At the end of the campaign there was £979 17s. 6d. to be divided among the districts according to the number of covers that had been sold.

The organisers of the campaign even brought the milk distributors into it, and on top of each bottle was the same slogan. This was done in the same way as it is done here with Red Cross month, and so on. There were labels and posters right throughout New Zealand, all of which had their effect on the people. A big school campaign was carried out, both in primary and secondary schools, drawing the attention of the children to this particular day on which no accident was wanted.

The motor trade co-operated and their 4,000 members at garages and sales rooms boosted the campaign along. Even hotels and restaurants came in, and in the dining-rooms on the menu cards were displayed road safety slogans. On one of

these the message read, "We welcome all motorists, especially safe drivers. Please drive carefully and dine with us again."

The Press, and radio and television stations all did their share. They made time and space available to all groups of people who were interested in road safety. There were broadcast talks through Parliament, and by social workers, St. John ambulance drivers, hospital board superintendents, motor personalities, insurance assessors, publicans, and road safety workers. All magazines and periodicals carried advertisements. Government departments issued their employees with instructions about the day and urged them to publicise it. The churches, and national organisations such as the Lions, Rotary, and the Jay Cees, all played their part. The post office for the month prior to the date stamped all letters with the same slogan—Make May 1st an Accident-free Day.

All that leads up to the main point I wish to make—the result of the campaign. Throughout the whole of New Zealand on that day there were only 35 road accidents and 45 people injured. It was not to be expected, of course, that they could have an accident-free day. Their purpose was to make all people road-safety conscious; and I received a letter from the Minister for Transport indicating that the result of the experiment was that everyone in New Zealand considered it a highly successful day, and that as a result the people of New Zealand were more road-safety conscious than ever before.

The Hon. C. R. Abbey: What was the reduction in the accident rate?

The Hon. J. DOLAN: On the same Friday in May, 1963, over 61 people were injured and there were 41 accidents. In the month preceding—in April—the death rate this year was 22; in 1963 it was 31; in 1962 it was 39. If we could save 17 lives by a campaign over two years, what a marvellous thing it would be; and how much more marvellous it would be if we could carry it still further and perhaps reach the day when we could get the fatality toll completely eliminated.

The last thing to which I wish to refer relates to a subject I introduced in my speech on the Address-in-Reply last year, and that is the great influence that television could have in improving our educational standards. If any member witnessed a television programme called "The Making of a President" in the last couple of weeks it must have had a tremendous impact on him. It has been suggested in the United States that the television appearance of the two candidates for the presidential election—Mr. Kennedy and Mr. Nixon—was responsible for the result of the election. In other words, the result of the election was probably decided on that appearance of the candidates. If

television can have an effect like that in such a vital issue as the presidential election of the United States of America, it must be obvious to everyone just what a tremendous influence for good television, properly presented, could be in raising our educational standards.

I wish to speak now, not for very long, on the introduction of television into the education system of the United States of America; and what I say to members arises from a report of a Graeme Foster, a Tasmanian teacher who investigated this particular television system on a Ford Foundation scholarship this year.

The American education authorities wished to have some firm basis before they established a system which they felt would work; and with that end in view they selected a place called Hagerstown, in the County of Washington D.C., and there they established their television station.

They received tremendous assistance from the Ford Foundation, and other big business establishments in America, and they established their own station with a closed circuit. In this station there were six studios, which made it possible for them to present 25 television lessons per day to the children of Hagerstown. In addition to presenting the programmes the committee that was established had to evaluate the results; and it was with those in particular that I was most impressed.

The average studio teacher was employed full time, and yet he presented only one lesson a day, which probably took him no more than about 30 minutes; but it took him from eight to 12 hours daily to prepare that lesson. We have to understand, of course, that the audience for a television lesson is limited only by the area covered by the TV station; and also by the number of receivers which are available.

The teacher who is going to present the lesson must first of all be an outstanding teacher, with outstanding qualifications, and have been trained for this work. In this particular case the teachers were provided with everything that would result in a lesson being successful. They had film clips, slides, models, and all kinds of specimens and charts that were needed in the presentation; and finally they had prepared study sheets for distribution among the children who were going to view the lessons. It was emphasised, of course, that too much importance should not be given to TV; and the result was that TV occupied only 10 per cent. of the actual school time.

The studio and class teachers met during the summer vacation and arranged programmes. As the months went by they met regularly and made any amendments, improvements, or corrections that were found necessary. There were 800 TV

receivers in the 45 schools which served 21,000 pupils in Hagerstown; and the time before school and during the lunch hour was used up by conducting special lessons in advanced mathematics to the first-year university level.

Of the results that came out of this experiment two were most noticeable. The first was that the education authorities found the experiment was so valuable that it was continued in Washington D.C., and it is going on at the present time. When it is going to stop we do not know. The second important result was that similar systems have been established right throughout the length and breadth of the United States. Why did they follow the example of this particular town? It was because of the results obtained.

In 1960, tests showed that 42 per cent. of grade 6 mathematics students reached a standard of second-year high school. Before TV, only 12 per cent. of the students in grade 6 had achieved the first-year high school grade. After one year of television lessons, grade 5 mathematics classes obtained 12 per cent. higher grades than the nation's school average. In the next year those same grade 5 classes topped 41 per cent. of the United States schools, and in the following year they did better than 81 per cent. of the schools throughout the United States.

I believe results like that can convince members of only one thing: That TV lessons properly presented are one of the greatest raisers of educational standards that it would be possible for us to introduce. There are ways in which we could start. At the present time our television stations are not used in the mornings or, if they are, it is usually not on school days. Therefore I feel these stations could be used for this purpose.

There are various ways in which we could introduce TV educational lessons in Australia. The first is indirectly, with good musical programmes, good drama, and good literature presentations, from which children could learn without having any set lessons. Secondly, by direct education in providing lessons at primary, secondary, and tertiary standards. There would need to be daily educational programmes. We would need to educate the children in various topics, and one in particular in which they could be educated is something I mentioned earlier—road safety.

I noticed in the paper about a week ago one of our leading magistrates was advocating that television should be used for that purpose. I had written my notes before he mentioned it, but I could have advised him that station RTQ, in Rockhampton, Queensland, has been doing what he mentioned for some time now. There the station has had groups of children in the studio presenting road safety problems

and showing how they could be overcome. The result has been a tremendous lessening of the number of accidents to children in the Rockhampton district. That is just one aspect of television in respect of which we could put our stations to much better use.

Of course, finance once again is the problem. However, as it has been done in America on a national basis, perhaps it could be done in Australia on a national basis, and the Commonwealth persuaded to come in and foot the bill.

During the last session of Parliament there were two Bills to which I had the pleasure of speaking; and, before I close, I would like to make reference to them. The first Bill was in connection with the Bees Act. I suggested, when speaking to the Act last year, that there was plenty of room for a survey to be carried out in regard to bees' pasturage—that was the term I used. In that respect I was delighted to learn that the Department of Agriculture's apicultural section had carried out a survey of what we call our smokebush area to the north and west of Perth. The department has found that it is far more economic to reserve the land entirely for bee farmers than to use it for pastoral pursuits. I want to commend the Government for its action in reserving an area of 150,000 acres of this particular land; it will be used only for the purpose I have mentioned—pasturage for bees.

The other Bill to which I spoke last year concerned an amendment to the Bread Act. I prophesied that bakers would find the answer to the stale bread problem. An honourable member sitting near me was very concerned about that aspect. During the year, with all due publicity in the Press, and so on, a particular brand of bread, called a milk loaf, was put on the market. I have used it almost every weekend since then and I can assure members that if they have not tried it, it is about time they did, because the claims of the bakers that they would solve the stale bread problem have been borne out by the production of this loaf.

I have been a parliamentarian for just over 12 months and in that time I have had occasion to have numerous dealings with various Government departments. I want to take advantage of the opportunity, after 12 months' experience, to express my thanks to, and to commend, all the Government servants with whom I have had to deal. At all times they have been most courteous, most helpful, and most efficient. I believe the excellent service they are giving to the public is a credit to them and the State.

Finally, I wish to thank you, Sir, and members of the Chamber for the courtesy and consideration that has been extended to me at all times during the 12 months I have been here, and for listening to me

so patiently. I support the motion proposed in such an excellent way by Dr. Hislop.

The Hon. G. Bennetts: I am sorry you are finishing so soon.

THE HON. W. F. WILLESEE (North) [5.25 p.m.]: I have already congratulated Dr. Hislop on his remarks on opening day. The honourable member was an appropriate choice, and his remarks were most appropriate for the occasion. His concluding remarks eulogised the construction of this building, and they must have given considerable pleasure to you, Sir, and to your colleagues on the Joint House Committee, particularly after so much work on the part of the committee over the last three or four years. As a building, I think it is something to be proud of, and you people on the committee must be particularly proud of your share in the project.

Some 12 months ago, when speaking to this motion, I made a plea to the Government to retain the facilities at Onslow, and for the town itself to be preserved as much as possible. I asked particularly for the loading and unloading facilities for vessels to be maintained at their present standard. I said then, in support of my argument for the preservation of the town, that one could not foresee, within 12 months of any given time, what developments would take place in any area in the north-west.

That sort of situation has arisen at Onslow. One could not have foreseen some 12 months ago that oil would be found at Barrow Island; and Onslow is the jumping-off point, as it were, from the Western Australian coast for Barrow Island. All the necessary equipment is brought to Onslow, stored there, and then transhipped by barge. The personnel are taken to Onslow by plane, and replacements are flown into and out of Onslow.

Side by side with the discovery of oil is the extensive development by B.H.P. of the company's iron ore leases. Only recently 30,000 tons of material were prepared ready for shipment from Onslow to be analysed. Unfortunately there were not sufficient facilities at Onslow to handle the material and it had to be transported a considerable distance further north to be shipped.

However, it shows, I think, that it would have been a tragedy to disband the town, and undoubtedly it is proving its worth. It could easily be the central and focal point of that area for many years to come, particularly if oil is found in marketable quantities, and if B.H.P. and the other companies develop their iron ore leases. Leases are now being taken up by American companies, and Onslow could be of particular benefit to those companies.

Much the same sort of thing applies in regard to the Carnarvon Jetty. There is a possibility of its being allowed to fall into a state of disrepair. It is true that road transport has cut down the intake and output of this jetty, and only a negligible tonnage is handled now compared with the tonnages which were handled in years gone by. But as recently as this year, due to weather conditions, several hundreds of tons of cement were landed at the Carnarvon Jetty. It had to be overlanded to Exmouth because the facilities at Exmouth were not sufficient at that time to enable the emergency situation to be handled. As a result the contractors were able to keep their men employed and maintain their schedule, but this was only because there was a jetty available in close proximity. I am told it is quite probable that this tonnage will eventually reach a figure of some 3,000 tons. That is quite a substantial amount which requires relief in an emergency situation.

Northwest problems, with particular reference to the cattle industry, have been receiving very close attention over the last four or five years, due, in the main, to the development of the Ord River scheme. In *The Australian* newspaper of the 5th August I saw the first of a series of very striking articles by an economist named John Kelly. The sub-heading of the article is, "Many pious words are being uttered about the need to develop Australia's North." The article then goes on to say with reference to John Kelly—

No other man has had the opportunities of John Kelly to study the problems of northern Australia. He was a foundation member of the Commonwealth Bureau of Agricultural Economics, with which he was associated for 14 years until he retired in 1960. His survey of the beef cattle industry, undertaken for the bureau in 1948, was the most comprehensive of its kind ever carried out. In this report, the first of three on Australia's neglected North, he describes a sickness that has spread across our vast cattle country.

I propose to quote from these articles, the first of which reads as follows:—

Right now, the question of adequate development of the beef cattle resources of remote regions of northern Australia poses an unmistakable challenge to governments of the Commonwealth, in respect of the Northern Territory; of Western Australia, in respect of the Kimberleys; and of Queensland, in respect of its south-west Channel and Gulf-Peninsula country.

Australians must acknowledge the shameful truth, that after a century of cattle-raising in these remote

regions, dominated so largely over the past half-century by big absentee landholders—mainly overseas interests—land development and cattle husbandry remain, with few exceptions, at amongst the lowest levels of efficiency of any part of the world. An outmoded system of open-range, native-pasture, cattle-grazing abandoned in both the United States and most of southern Australia before the turn of the 20th century, still prevails.

The intrusion into the remote North of overseas financial interests did not bring substantial investment in land development and cattle-herd improvement; the reverse was, in fact, the case.

There was no actual investment in land purchase, for the land was not freehold but of the public estate, held under leasehold at low rental—microscopically low in the Northern Territory.

By and large, investment by the absentee holders in needed structural improvements—fences, stock yards, cattle dips, water supplies, buildings—and in herd improvement was wholly inadequate. The poor quality of cattle turned off from most large absentee-held stations in the Kimberleys and the Territory is still disgraceful.

The guilt for this deplorable situation lies not with absentee leaseholders alone, but also with public authorities responsible for lands administration. These authorities have failed to impose essential structural improvement and animal husbandry conditions in leases which, if imposed and adequately policed, would long ago have ensured proper development of the land and the maintenance of herds of good quality.

Land Depleted

Deterioration of native pasture and edible bush, and soil erosion in many parts, particularly on water frontages of the Fitzroy and Ord river systems in the Kimberleys; in the Victoria river system of the Territory; and on the Leichhardt River frontage in the Queensland Gulf country, caused by uncontrolled over-grazing by cattle and, in the Kimberleys, the Territory and the Channel country, by hundreds of thousands of selective-grazer brumby horses and wild donkeys, have seriously and permanently lowered the cattle-carrying capacity of the native pasture.

Soil erosion now constitutes a positive siltation threat to future water-conservation schemes in major northern rivers, and is already imposing a heavy financial burden on Australian taxpayers for the reclamation of eroded lands in vulnerable areas of

the Ord River watershed—a classic example being the current £300,000 reclamation project undertaken by the West Australian Government.

In giving evidence before the Commonwealth Standing Committee of Public Works in 1962, Mr. Kelly's deposition was summarised in four points as follows:—

1. The large proportion of the cattle potential contained in absentee-held leaseholds, and the near-primitive nature of animal husbandry on these, compared with the relatively high levels of structural improvement and standards of animal husbandry on resident-holder stations of small-to-moderate size.

2. The ease with which overseas financial interests can acquire vast aggregations of northern cattle country, by the purchase of shareholding in existing pastoral companies, and the positive trend in that direction.

3. Widespread native-pasture deterioration and soil erosion caused by overgrazing.

4. The almost-entire absence of effective measures for the control of cattle tick on stations in infested areas of the Kimberleys and the Territory.

Mr. Kelly then quoted the percentages regarding absentee landholders. The figure for the Kimberleys being of interest to this House, I would point out that it was as high as 71 per cent.

The Hon. F. J. S. Wise: The House would not listen to us last year on that subject.

The Hon. W. F. WILLESEE: The article continues—

In the Kimberleys, most of the best of the cattle country, which is within the Ord and Fitzroy River systems, is held by absentees, in a backward state of development.

The biggest aggregation—8,000 square miles—is held by Australia's biggest, and one of the world's wealthiest landholders; within this aggregation is, in my opinion, the worst eroded country in northern Australia.

In areas of amongst the heaviest cattle tick infestation in the North, there was no station dipping of cattle up to 1960 (the time of my last tour).

Erosion.

The state of pasture deterioration and soil erosion in the Ord River watershed was prominently revealed 20 years ago, in a report of a study by the geographer W. H. Maze, now assistant principal of the Sydney University.

Referring to the upper-Ord basin, he wrote: "The most striking and persistent feature of the whole area is

the widespread occurrence and severity of soil erosion. The areas held by many stations are so large that that in itself has hindered or inhibited development.

"With the flogging of the pastures on the water frontages, serious deterioration is all too evident, and on these areas the regeneration and maintenance of the pastures has become a vital question."

I drew attention to this in my 1952 published report on the beef cattle industry in northern Australia, but no notice was taken of either warning until the campaign for the Ord River irrigation scheme started to gather momentum in recent years.

It then became clearly evident that these seriously eroded areas constituted a positive siltation threat to the proposed Ord River scheme. The West Australian Government temporarily resumed about 1,100 square miles of the biggest aggregation, above referred to, and inaugurated a costly reclamation project.

The agreement under which this eroded land was temporarily resumed apparently allows of its return to the holders, together with all of the fencing and the pasture-regeneration effected under the reclamation scheme.

Unheeded.

In a trenchant criticism of the recently-passed W.A. Land Act amendment which, *inter alia*, provided for the extension to the year 2015 of (amongst others) Kimberley leases of cattle lands which normally would have expired in 1983, Mr. F. S. Wise, formerly Premier of West Australia, Northern Territory Administrator from 1951 to 1956, and now leader of the Opposition in the W.A. Legislative Council, quoted the following words of the well-known writer Frank Devine:

"The West Australian Government will spend more than £300,000 on this regeneration project, contour-ploughing, seeding and fertilising and erecting about 430 miles of fences, as mentioned in the rather extraordinary agreement the Department of Agriculture signed with Vestey's."

Excepting the Alice Springs district, where the improvement of small-to-moderate-size holdings is much more advanced than on those of the three northern districts, and where 90 per cent. of the land is occupied by resident holders, the cattle industry situation is largely similar to that of the Kimberleys.

Up to 1954, one interest alone (that which holds the 8,000-square-mile East Kimberley aggregation) held Territory pastoral areas totalling 30,758 square miles.

Under a leasehold extension (to the year 2004) agreement, part of this vast aggregation was surrendered, and the aggregation was reduced to its present 17,000 square miles which, together with the East Kimberley aggregation, adds up to an area almost the size of Tasmania.

Biggest.

The best of the Territory cattle country—the Victoria River and Barkly Tableland districts—is held by big absentee companies. One station alone, Alexandria probably the world's largest privately-owned property, covers 11,262 square miles (7,200,000 acres) and comprising some of the best cattle country on the Barkly Tableland.

That concluded the first article written by Mr. John Kelly. The second article deals more exclusively with the Northern Territory, and is headed, "How they sank the Northern Territory." I do not intend to quote from this article.

The final article appears under the date of the 11th August, and is headed, "How to salvage the North." In the subheading he says, "First things first . . . tackle the evil of absentee landlords." He makes mention of the Northern Australia Development Committee, which was formed during the war years, and he gives it credit for the work it did. Dealing fairly extensively with the research that followed, Kelly has this to say—

Although investigational activity in the above-mentioned three fields has continued, much of the northern development momentum generated by the Curtin and Chifley governments was dissipated in the change of government in 1950; major needs of northern development, including the establishment of a permanent Northern Australia Authority, remain unfulfilled.

The first five years of my work in the remote North convinced me of the soundness of Curtin's basic concept of the security need to develop northern Australia.

It also convinced me of the importance of constituting a permanent, representative authority for northern development.

In October, 1952, I contributed a signed article to the first issue of an official publication of the Department of National Development, setting out my views on developing the beef cattle industry.

I suggested that the most effective means of achieving co-ordinated development would be to establish a Northern Australia Authority.

The authority's powers would cover uniform land tenure, improvement of pastoral areas (water supplies, fences,

buildings), conservation of water, stock routes, transport (rail, road, air, water), uniform control of pests and diseases, pasture improvement and agricultural development.

He then develops his theme under the heading of "Money," and suggests that if 5 per cent. of the Commonwealth defence expenditure were channelled to the development of the north it would be money well spent. Had that 5 per cent. been forthcoming, the figure available to spend up to the time of this article would have been in the vicinity of £120,000,000; and he claims that many substantial improvements, such as roads, could have been made had that money been expended.

He then deals with the livening of public interest in the northern areas and gives credit to the organisations taking part in this development; and it is interesting to note that whilst he deals only with Federal politics, he says—

Almost yearly, tours of one part of the north or another are made by members of both parties. Both sides should, by now, be conscious of the need to do something positive for the development of the north.

In the 1953 Federal election policy statements, both leaders made commitments in this regard—

And then he says that the difference of the parties seems to have been more of degree than of principle. Continuing—

The setting up of the Northern Development Division was a useful step in the right direction, but not more than a short step towards the more desirable end of a permanent authority with a charter of clearly defined purposes and powers—a body like the Snowy Mountains Authority and with similar legislative authority—in this case representing the Commonwealth, Queensland, and West Australia.

He then deals with the economics of the Ord River scheme. I do not intend to quote from his remarks, because they are no different from what we have read in the Press. He comes up with the current economic theory, and it is not one with which we in this House agree, because we are committed—all of us I am sure—to the ultimate success of this scheme; and one year's development cannot be compared with an ultimate result.

He goes on to give some suggestions in regard to mineral development and concludes his remarks by going back to the cattle situation. He says this—

But it would be wise to put first things first. The beef cattle industry has survived in the remote North for a century, but largely to the detriment of natural resources through preventable pasture deterioration and soil erosion.

It is not yet too late to correct this, but in this regard I think we are living on borrowed time and cannot afford to lose any more.

I believe that if the measures I have suggested in these articles are taken, the beef potential I have estimated for the remote North can be achieved. But I hold to a firm conviction that the evil of the absentee-holding of vast areas of the public estate in the North should be brought to an end now, otherwise that potential will not be achieved.

It may well be in fear of such an eventuality, provoked in some measure by justifiable public resentment that such a state of affairs could have been permitted for so long, that overseas pastoral interests are now exerting such strong pressures to secure freehold title to their leaseholds of northern cattle lands.

If there were a yielding to these pressures this would, in my opinion, be scandalous and would constitute one of the gravest errors in the history of Australian lands administration.

The Hon. G. Bennetts: Last year the Government extended them knowing that.

The Hon. W. F. WILLESEE: I think these articles are very applicable to the position as we see it in the north of not only Western Australia, but of Australia generally.

I think he concluded very fairly by commenting on the increased interest being shown by the public and the Commonwealth Government, although he could easily have mentioned the State Governments. However, what he had to say draws sharply to attention the great problem that exists; and in his own words, "The sooner it is tackled the better." It is to be hoped that this deterioration in the numbers of cattle throughout the northern Australian areas can be arrested and we can arrive at what the true potential of these areas of land is by sound economic approaches and by development authorities, which will obviously have to be given great power to act with the complete approval of the Commonwealth Parliament.

Turning to the local scene, I have been intrigued lately by various advertisements that have appeared in the Press and which concern the electrical trades industry. In 1960 I purchased a television set for £160. That same make of set in the year 1964—a much bigger edition than its predecessor by way of screen output—was quoted at approximately £80. This was almost half the price I paid in 1960; and it caused me to wonder how this could be done, because prices have risen in that period of time. Wages have gone up, at any rate, and that would indicate that manufacturing costs should have gone up. In addition, I should imagine that the cost of floor space and advertising would also have gone up

to some degree during that period. This led me to wonder who sets these prices. I am beginning to think that when television first came to Western Australia sets were being sold at a completely enhanced price.

It must be a logical assumption that an article manufactured by a standardised method of production should get dearer as time goes on, and certainly not be drastically cheaper than it was four years previously. For the same make of set to now be half the price that it was in 1960 is beyond my comprehension, to say the least.

In one of last week's issues of *The West Australian* I noticed some refrigerator advertisements which added further to the confusion that exists in my mind. On the 7th August, one firm said in its advertisement, "Come along and buy your refrigerator." That firm did not quote the price of the refrigerator but said, "For every penny you put in we will give you a credit of £10; so if you put in ninepence you will get credit for £90, plus £20 for your old refrigerator." One of the startling things about the advertisement read, "Don't Ask Us How We Do It!" I think that would be the understatement of the year.

In that instance, what is the retail margin that firm is working under? If some poor unfortunate housewife said, "This will do me, my refrigerator is not working well, but I have ninepence to spare so I will go in and when dad gets home tonight there will be a new refrigerator in the kitchen," she would obtain the refrigerator, but would be quite unconscious of the fact that she would have to pay to some benevolent hire purchase company up to £90 in interest.

What is the retail price and margin?; because in the same paper there is a firm advertising on this basis, "Save £140 and buy factory direct." These people are selling within the precincts of their own building, and their manufacturing price would be distinct from their selling price. They must make some charge for the selling of the article in that building, and I think their selling price would break even on the price of manufacture. So there is no reason to doubt that these people would know what they are talking about when they say they can sell a refrigerator on their own premises and save the public an amount of £140. This is quite a lot of money. How are these prices arrived at?

I am beginning to wonder whether it is not time that an investigation was made on a Government level to achieve some uniformity in regard to a reasonable profit for articles of this nature. I do not know what it costs to make a refrigerator, but I do not think an advertisement which says that if you bring in 9d. you will get £90 credit is conducive to good sound business. This has been the cause

of many of the big crashes we have seen take place with some electrical companies over past years. I have in mind the Reid Murray group.

Having read these advertisements, I do not propose to go any further as I do not know how much profit is made on a refrigerator. I wonder what the position would be if a person came along who had not seen the advertisement and said, "I am a genuine buyer of a refrigerator and have cash in my pocket." How much would he pay? I venture to say he would pay the full retail price shown on the tag on the door of the refrigerator. One honourable member shakes his head as if to say this would not happen, but I think it would. I support the motion.

Debate adjourned, on motion by The Hon. A. R. Jones.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [5.57 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 18th August.

Question put and passed.

House adjourned at 5.58 p.m.

Legislative Assembly

Wednesday, the 12th August, 1964

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