

Commission. The Leader of the Opposition has said that this is very difficult for him to understand. It was difficult for me to understand.

Mr. Rowberry: It is difficult for anybody to understand.

Mr. BRAND: It merely stems from the situation which exists between the States, the Commonwealth, and the Grants Commission. Accordingly the standard which the Government of New South Wales has set has enabled us to obtain quite a large financial advantage in the treatment of our accounts from the Grants Commission.

Mr. Rowberry: How will it be used?

Mr. BRAND: It has been set aside, and will be used in such a way as to bring profit to this State. In any case it seems to me to be far better to show a deficit as we have done—a published deficit of this kind—and get the money back from the Grants Commission, than to leave £1,000,000 where it was, show a small deficit, and leave perhaps £800,000 or £900,000.

Mr. Graham: This needs an accountant, not a statesman.

Mr. BRAND: When the Leader of the Opposition was the Treasurer he clearly understood the situation in relation to the standards set by other States, and how the Grants Commission treated our accounts. When the boot was on the other foot then, it appeared that the Grants Commission did not hesitate to penalise us or bring down an unfavourable adjustment. On this occasion I hope the Grants Commission will make a favourable adjustment in favour of Western Australia.

Mr. Graham: Nobody on this side of the House is upset because more money is coming to Western Australia.

Mr. BRAND: I am glad to hear that. I was merely expaining how it was done; and the Grants Commission understands it. I would like to thank members for the support they have given to the Supply Bill.

Question put and passed.

Bill read a second time.

#### *In Committee*

The Deputy Chairman of Committees (Mr. Crommelin) in the Chair; Mr. Brand (Treasurer) in charge of the Bill.

Clause 1: Issue and application of £26,500,000—

Mr. W. HEGNEY: I made reference to a report in *The West Australian* of the 11th July which contained a statement made by the Minister for Industrial Development. Is it the intention of the Government to introduce amendments to the Workers' Compensation Act; and, if so, what did the Minister mean when he used the word "tackle"? Can the Minister

explain his statement to the Norseman branch of the Liberal Party that the easing of medical and hospital charges was contemplated, and indicate whether that will mean an increase or a reduction in the amount available to the workers?

Mr. BRAND: The Minister for Industrial Development represented me at that debate. The statement he made regarding the Government's intention to introduce amendments to the Workers' Compensation Act was quite right. It is the intention of the Government to make some amendments.

Mr. ROWBERRY: I draw the attention of the Treasurer to the loss of income by the State in the last two years through the non-payment of timber royalties. A big timber milling company situated in Pemberton holds a lease of certain forest areas; and, according to very reliable information, it has only cut 43 per cent. of its permissible intake of timber. If the royalty for the remainder of the permissible intake had been included in the Budget, what effect would there be on the deficit? Furthermore, what steps will the Treasurer take to see that this State is no longer deprived of this income?

Clause put and passed.

Clause 2 put and passed.

Preamble put and passed.

Title put and passed.

#### *Report*

Bill reported, without amendment, and the report adopted.

#### *Third Reading*

Bill read a third time, on motion by Mr. Brand (Treasurer), and transmitted to the Council.

House adjourned at 8.36 p.m.

## Legislative Council

Wednesday, the 5th August, 1964

### CONTENTS

	Page
ADJOURNMENT OF THE HOUSE:	
SPECIAL .....	74
BILL—	
Supply Bill, £26,500,000—	
Standing Orders Suspension .....	52
Receipt; 1r. ....	52
2r. ....	52
Com; Report; 3r. ....	74
COMMITTEES FOR THE SESSION—	
Election .....	52

## CONTENTS—continued

	Page
<b>DEPUTY CHAIRMEN OF COMMITTEES—</b>	
Election .....	52
<b>QUESTIONS ON NOTICE—</b>	
Education—	
Educational Facilities in Country	
Regional Areas—	
Cost of Establishment, and Land	
Required .....	51
Living-in Accommodation at	
Teachers' Training Colleges .....	51
Reservation of Land at Albany .....	51
Southern Cross School Extensions :	
Tenders and Date of Occupation .....	51
Mukinbudin Road : Bituminisation .....	52
Police Station at Esperance : Provision	
of Four Wheel Drive Vehicle .....	52

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

**QUESTIONS ON NOTICE****EDUCATIONAL FACILITIES IN COUNTRY REGIONAL AREAS***Cost of Establishment, and Land Required*

1. The Hon. J. M. THOMSON asked the Minister for Local Government:

(1) Would he undertake to obtain from the appropriate department the estimated cost of establishing the following within a country regional area—

- (a) a secondary university;
- (b) a university college; and
- (c) a teachers' training college?

(2) What area of land would be considered necessary for such establishments?

*Reservation of Land at Albany*

- (3) (a) Has such an area of land been reserved at Albany;
- (b) if so, where is it located?

*Living-in Accommodation at Teachers' Training Colleges*

- (4) In the erection of any proposed new teachers' training colleges, will such establishments include provision for living-in accommodation particularly for country students?

The Hon. L. A. LOGAN replied:

- (1) Until a decision is made with respect to the form of future university and teacher training developments, no useful estimates of costs could be made. In this respect the Government is awaiting

the publication of a report on tertiary education by a committee headed by Sir Leslie Martin of the Australian Universities Commission which is expected to provide guidance as to appropriate action by the State.

- (2) This would depend on the planned capacity of the establishments concerned.

- (3) (a) Yes.

(b) A site for a future teacher training college and high school has been gazetted as Reserve No. 27178, Plan-tagenet Location 6915 comprising an area of approximately 70 acres.

A site for future university purposes has been gazetted as Reserve No. 27179, Plan-tagenet Location 6916 comprising an area of approximately 400 acres.

- (4) In all probability.

**SOUTHERN CROSS SCHOOL EXTENSIONS***Tenders and Date of Occupation*

2. The Hon. J. DOLAN (for The Hon. R. H. C. Stubbs) asked the Minister for Mines:

- (1) (a) Are any extensions planned for the Southern Cross School to advance it to the requirements of a junior high school?

(b) If so, what extensions have been planned?

- (2) (a) Have tenders been called?

(b) If so, who are the successful tenderers?

(c) If not, when will tenders be called?

- (3) Will the extensions, if any, be ready to occupy for the commencement of the 1965 school year?

The Hon. A. F. GRIFFITH replied:

- (1) (a) Yes.

(b) 1 class room.  
1 manual training room.  
1 multi-purpose post primary room.  
1 administration room.

- (2) (a) No.

(b) See No. (2) (a).

(c) Unknown at present.

- (3) No; it is anticipated that additions will be ready for commencement of the second term, 1965.

**ESPERANCE POLICE STATION***Provision of Four Wheel Drive Vehicle*

3. The Hon. J. DOLAN (for The Hon. R. H. C. Stubbs) asked the Minister for Mines:

Having in mind the numerous accidents on the coast adjacent to Esperance in the last few years, and the inaccessibility of tracks for ordinary vehicles, will the Minister for Police equip the Esperance Police Station with a four wheel drive vehicle for use over the extensive coastline at Esperance for rescue operations?

The Hon. A. F. GRIFFITH replied:

Provision has not been made on the draft Estimates for the current year, but the matter will receive consideration.

**MUKINBUDIN ROAD***Bituminisation*

4. The Hon. J. DOLAN (for The Hon. R. H. C. Stubbs) asked the Minister for Mines:

- (1) How much of the Mukinbudin road is—

- (a) sealed with bitumen?  
(b) unsealed?

- (2) (a) Is it planned to commence a bitumen sealing programme in the 1964-65 financial year?  
(b) If so, when, and what mileage is it contemplated to seal?  
(c) If not, when can it be expected that the road will be bituminised?

The Hon. A. F. GRIFFITH replied:

- (1) It is assumed that the Mukinbudin road refers to the Mukinbudin-Bullfinch section of the Wyalkatchem-Koorda-Southern Cross road.
- (a) 10.2 miles sealed with bitumen.  
(b) 49.8 miles unsealed.
- (2) (a) No funds have been provided in the 1964-65 programme of works for sealing this section of the road.  
(b) Answered by No. 2 (a).  
(c) Future proposals for surfacing with bitumen will depend upon the growth and volume of traffic using the road.

**DEPUTY CHAIRMEN OF COMMITTEES***Election*

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [4.46 p.m.]: I move—

That in accordance with Standing Order No. 31A, The Hon. G. C. MacKinnon, The Hon. A. R. Jones, and The Hon. F. R. H. Lavery be elected to act as Deputy Chairmen of Committees during the current session.

Question put and passed.

**COMMITTEES FOR THE SESSION***Election*

The following sessional committees were elected on motions by The Hon. A. F. Griffith (Minister for Mines):—

*Standing Orders*.—The Hon. H. K. Watson, The Hon. J. M. Thomson, and The Hon. J. Dolan.

*Library*.—The Hon. J. G. Hislop, and The Hon. R. F. Hutchison.

*House*.—The Hon. J. Murray, The Hon. S. T. J. Thompson, The Hon. F. R. H. Lavery, and The Hon. J. Dolan.

*Printing*.—The Hon. G. Bennetts and the Hon. J. M. Thomson.

**SUPPLY BILL, £26,500,000***Standing Orders Suspension*

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [4.48 p.m.]: I move—

That so much of the Standing Orders be suspended so as to enable a Supply Bill to be taken on receipt of a message from the Legislative Assembly and to have precedence each day before the Address-in-Reply, and to be passed through all stages at any one sitting.

Question put and passed.

*Receipt and First Reading*

Bill received from the Assembly; and, on motion by The Hon. A. F. Griffith (Minister for Mines), read a first time.

*Second Reading*

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [4.49 p.m.]: I move—

That the Bill be now read a second time.

I should like to thank members for agreeing to the suspension of Standing Orders in order that this matter might be dealt with. As members are aware, it is customary at this stage of the session to ask for a suspension of Standing Orders for the purpose of introducing a Supply Bill and

enabling it to be dealt with before the Address-in-Reply motion has been concluded, the purpose being that the State requires sufficient finance to enable it to carry on its services and activities.

The motion in the past has frequently been moved under similar circumstances, as I am sure we all recall. It is a formal one, and on this occasion supply amounting to £26,500,000 is requested to enable the services of the State to be carried on. The sum sought comprises £19,000,000 from Consolidated Revenue, £5,500,000 from the General Loan Fund, and £2,000,000 as an advance to the Treasurer. The funds being requested represent anticipated expenditure for the first quarter of the financial year. I do not think any other explanation is necessary.

**THE HON. F. J. S. WISE** (North—Leader of the Opposition) [4.51 p.m.]: It is customary, during the first few days of any session of Parliament, to have a Supply Bill introduced and to expect that with a certain amount of expedition such Bill will be passed. It is obvious that such a Bill is necessary because the last passing of a financial Bill, the Appropriation Bill, was in December of last year. It can be anticipated that before the next Appropriation Bill is presented, following the passage of the Estimates in another place, we will have in September, or October at the latest, a further Bill seeking supply.

I have considerable concern at the lack of opportunity given to the public of Western Australia, including the Parliament of Western Australia, to obtain details in connection with Government spending from month to month, and from Supply Bill to Appropriation Bill. It was an obligation on the Government, or considered so to be for many years, that a monthly statement of expenditure and revenue be given to the Press.

Such a statement showed the trend in Government finances month by month. It gave the reasons for a deficit in one department's finances and probably a surplus in another department. From that statement the public could gauge not only the trends in such big earning departments as the Railways Department, but they could also work out how public finances, generally, were progressing in between sessions of Parliament. During the session, of course, financial matters are publicly paraded.

In addition to that we have reached a stage where there is little opportunity for discussions on financial matters in Parliament itself, firstly because of the lack of information, to which I have referred; and, secondly, because one will find, by following the history of discussions on financial matters, that very few topics, in a strictly financial sense, are raised during the debate on the Supply Bills, or indeed on the Appropriation Bill.

I would point out that all of these Bills when presented to Parliament are introduced at a time when they should not be delayed. There is a necessity for their being passed with considerable expedition. I can recall times when in this Chamber the mantle of financial authority fell on one or two gentlemen, the late Sir Harold Seddon being one of particular note. He would not let a Bill which had any aspect of public or Government spending associated with it go through without a debate on the financial aspects of the State.

Today we are asked to approve of the passing of a Bill appropriating £26,500,000—a very large sum of money; and every year the sum is increasing, which is quite proper and is something to be expected. However, my point is that this second House of the Parliament of Western Australia has very little opportunity to know of matters associated with Government spending because of a lack of information given to the public through the Press.

I am not complaining of the manner in which these Bills are introduced. This sort of presentation has always been the case. Very rarely when introducing the Bill has a speech been made on how the components of the sum requested have been spent, and that is not very necessary if we have the information at some point from Government sources.

In this Chamber we do not have an opportunity to debate the Budget. We do not deal with Government spending department by department. The Estimates take months to get through the Assembly, and we have the whole matter presented in one short Bill, the Appropriation Bill. Always when the House is about to rise, the last Bill to be dealt with, to ensure that there is appropriated for the services of Her Majesty sufficient money while the House is in recess, is the Appropriation Bill. Therefore, I think we lack much because of something that has developed, in that this House, considered by many to be the more important House of the two, has no chance whatever of assessing the trends in public finance even up to the time the Appropriation Bill is presented to us.

There are not many who have a flair for the study of figures associated with public finance. There are not many in this Chamber who make a study of a particular angle of Government money raising, whether it be by loan or from revenue, and it is not necessarily the job of a lot of people. However, we have some who are inclined to study such matters, and I suggest we have one in this Chamber who is an expert and an authority on the subject. I refer to The Hon. H. K. Watson, and I deliberately refer to that honourable gentleman because it is not a fact, well-known to all of us, that he had part of the responsibility of preparing the financial side of the case for secession for Western Australia; and that he had part

of the responsibility of presenting it on behalf of this State to the authorities at Westminster in the time of the Collier Labor Government?

I would like Mr. Watson to agree to put forward in this Chamber a motion to enable a free debate on financial matters as affecting the Commonwealth and as affecting the State, with no political angle whatever in it. It would be a matter of very great importance to very many people in this State, and particularly members in this Chamber who will be here, I hope for their sakes, for many years to come. In my view it is something which is sadly lacking as an incentive and an inspiration to take a lot of heed of the trends in public finance, Australia-wide and in a State sense.

I put that suggestion forward to Mr. Watson not with the idea of giving him a lot more work, labour, and study, but to provoke thought in the minds of all of us. I would urge that the Government give more publicity month by month to the trends of State finances, departmentally, as used to be the case with, and the habit of, many of its predecessors.

On this Bill members may speak on any subject that comes into their minds. Without meaning to be provocative, they might speak on fluoridation, or on whether the bells of Westminster should peal once a week or once a day; they may discourse on Shakespeare; in fact they may talk on and develop any subject they feel disposed to.

The Hon. H. K. Watson: Did you say the bells of Westminster, or the bells of Mr. Whippy?

The Hon. F. J. S. WISE: Either will do; they still may be spoken on at some length if members feel disposed to do so. I hasten to add that I am not trying to incur the displeasure of the Leader of the House.

The Hon. A. F. Griffith: I'm glad of that.

The Hon. F. J. S. WISE: I would like for a moment or two to refer to the situation of people on fixed incomes, whether they are those in receipt of a pension, or superannuation, or of some other weekly income. Those who receive fixed incomes are severely prejudiced today because of the declining value of the pound. There are many people in our community who, from week to week, fear the rising costs of such commodities as meat, etc., which are subject to very serious variations in cost.

I wonder whether anything can be done by the Government; whether it cannot have a serious look at the position of some of the people who are living on pensions. The declining value of the pound they receive is making it most embarrassing for them, particularly when they use up all their accumulated assets in an endeavour to remain in occupation of

homes which they may have built 25 or 35 years ago. For people on fixed incomes the situation is very serious indeed.

We have had quite a lot of reference to the economic circumstances of our community today. Much is going on in our local arbitration court in the presentation of arguments for and against an increase in wages. I do not know whether you, Mr. President, might think the matter *sub judice*, and accordingly pull me up if I develop this theme; but with respect I suggest it is not a judicial inquiry and therefore it is open to debate. There is no doubt in my view that the amount suggested by the State Government as being one which might meet the situation is not merely untimely, but totally inadequate. I am sure that the court in its wisdom would not seek the first opportunity to deprive itself of the right to exist by suggesting that the Federal rate should be the rate applicable to a State in spite of its own internal circumstances.

I hope that when the matters presented to it have been sufficiently weighed and pondered, the result will be somewhere nearer justice than is the case at the moment. I fear that far too many people hold the view that if there is to be an increase in the basic wage it will provoke a rise in the cost of living; that it is like a dog chasing its tail. The fact is that the reason for the rise in the basic wage must have been with us for a long time to enable such adjustments to be made. It could mean a lessening in the profits of some people, unless they put up their prices to keep their profits at a high level no matter what the judgment may or may not allow as an increase.

The Hon. A. F. Griffith: How long do you think this position should exist?

The Hon. F. J. S. WISE: I think that unless quarterly adjustments at the widest range are to be considered, and some control in price fixing enforced, similar to that which existed prior to this Government coming into power, the position will continue. Some form of price fixing would be the right way to approach this subject. In spite of the fact that the lid was lifted off and the sales tax removed from certain commodities, as was the case last year with many items, no benefit at all accrued to the community. The Commonwealth Government lifted the sales tax from dozens of specified items last year, and I watched very carefully, particularly my own province, to see whether there would be a reduction in price of those commodities, but to no avail. The same thing happened in Perth.

The Hon. G. Bennetts: You might have seen a few increases.

The Hon. F. J. S. WISE: The old age pensioner, the person living on a small income, and the single man who uses such commodities as biscuits, on which to a

large extent the sales tax was lifted last year, did not gain any benefit, because the prices were not reduced; though it was intended that such should be the case.

One could list very many items, and I have a list here in my drawer, from which sales tax was removed, but on which the retail selling price did not move downwards. As Mr. Bennetts has suggested, it may have increased. Those are the things that impose a burden on every human being in the State, simply because we now have no control of prices at any point. I wonder what the margin of profit would be as affecting every married person in this Chamber in the price of wearing apparel, both male and female. I suggest that in some cases the profits must be pretty close to being extortionate. Indeed, in the case of some apparel worn by ladies, the smaller the dress becomes and the less material that is used, the more expensive it appears to be.

The Hon. G. Bennetts: You only have to see the Jews running all the frock shops to appreciate that.

The Hon. F. J. S. WISE: It is a very serious matter. With the lid off the control of prices of all commodities, I fear that profits have reached a stage of near extortion on many of these commodities.

I would like to refer to something that appeared on page 22 of *The West Australian* of the 5th August, 1964. The article is headed, "Examinations are Chancy," and is written by the headmaster of Ravensthorpe school. This gentleman, a Mr. K. M. Milne, said—

Examinations are often hit or miss affairs. Examinations dispense rough justice, but it is often very rough.

This headmaster, obviously a man of great experience in educating our children, points out that a child's future might depend on examinations, but that the results of examinations are not necessarily a guide to the child's ability. How true we know that to be.

If members have seen this article, I am sure they will agree it is most provocative of thought and indicates how injustices in examinations may be overcome. The University of Western Australia is responsible for the setting of examination papers used by the children of the Education Department in both the Junior and Leaving Certificate examinations. They are set by men who are skilled in their sphere of preparing papers asking questions of children of certain grades; questions which children of those grades may be reasonably expected to answer.

But the examiner of the children's results, when answering those questions, is not the person who set the papers. We may have 20, 30, 40, or many more people, because of the numbers involved, examining and assessing the marks a child is

entitled to receive for a certain submission. Examiners, of course, are not all alike. They do not think alike. Some of them have a prejudice against a certain approach in the analysis of a subject. They have a bias towards a style which they themselves have developed. Accordingly, in my view, as the father of several children who have sat for such examinations, I feel keenly that the child far too often can fail in a subject because of its expression of that subject; whereas if it were examined by another examiner it might get a very healthy pass.

One question that was given to children in the Leaving class this year went something like this: "Describe in detail the methods of transport used during the Great Strike at the time of the agricultural and industrial revolution." Where does one start? Does one deal with the pedestrian, or with the man on the bicycle? Where does one go to? A child presented with a question like that, involving so many facets, could be completely right in the angle it described; but it could be completely wrong in the eyes of the examiner who has in his own mind what he considers to be an adequate answer to such a question. I have the greatest sympathy for children who are presented at the end of each year with examination papers.

Some children, because of parental or other circumstances, fear examinations; they become emotional and are unable to handle questions adequately, particularly in the eyes of the examiners. I wonder whether the persons who set the papers ever have the opportunity to address the people who are to be the examiners, to give an indication of what sort of answer they—the people setting the papers—consider to be adequate.

The Hon. J. G. Hislop: Or have the failures referred to them.

The Hon. F. J. S. WISE: If the persons setting the paper could meet the 20, 30, or 40 people who are likely to be examiners of set papers, they could give a direction as to what is considered to be a competent answer.

School masters differ in their approach to the same problem. I know of an instance where a master in a particular subject did not examine the papers following certain questions he set. Another master examined them and awarded a very poor mark to an extremely bright student, who was dissatisfied with the result and referred it to the master who set the question. This master admitted that it was an excellent paper for which he would have given 90 per cent. in lieu of the 70 per cent. given by the person who had not taught the children or set the paper.

Therefore, I am sure that not only are examinations chancy, as Mr. Milne has said, but they do not produce necessarily the results in favour of the child who has worked so hard in an endeavour to give the right answers; and I think we should err on the generous side in all these things. There are many schools of thought on examinations. Some believe they are unnecessary; that they do not produce the results which they are intended to produce, or which we are inclined to believe they produce. The bright child on the day of examination may be a girl under stress at the time, unable to concentrate and give of her best.

Because of this I plead for the student child that every course possible should be taken to give that child full marks where the child has shown a sufficient understanding of the subject to merit a pass. I do not know what can be done. I suggest to the Leader of the House that he discuss the matter with his colleague, the Minister for Education, and if there is no contact between the person setting the paper and the person who examines the result, I suggest it should be a very important first line to follow.

I do not wish to raise matters that have not some relevancy to current affairs. I support the Bill. I am sure the money will all be spent. Whether it will all be wisely spent, is another matter; but we have no access, I repeat, either now or when the Appropriation Bill is considered in this House, to the details which I think the subject warrants.

**THE HON. D. P. DELLAR** (North-East) [5.18 p.m.]: This evening we are dealing with a Bill that is very important to the whole of our State because it concerns finance, and I wish to make a few comments regarding this subject because I believe that money spent in the north would be well spent to the betterment of our State. I realise that several departments, including the Main Roads Department and the Railways Department, are doing a good job with the money that is available.

Dealing first with roads, those in the north country are not up to standard, and this is only because the Commissioner of Main Roads and his engineers are hampered by lack of finance. In the north country, over the last 12 months a lot of road work has been done but in these modern times, with the modern equipment available, I think it should be speeded up. The only way this can be done is to allocate more money.

The Hon. G. Bennetts: They have plenty this year.

The Hon. D. P. DELLAR: I was coming to that. That is why I press for more finance for the few things I intend to mention. Take, for instance, the road from Menzies to Leonora. In the last

financial year there was no bitumen work done on that road at all. I think there should have been. Why there was not, I do not know, and that is the reason I asked the question on this matter today. I would be very disappointed if I received the reply that lack of finance was the reason. We have to open up our north country, and the only way this can be done is to supply the right type of road, and that is an all-black road.

I want the House to realise that the north country or the back country is the backbone of the State. There are many thousands in our State living in the metropolitan area, or close by, who are relying on the back country. Those in the back country are deserving of any support we can give them in the way of facilities.

Take the road between Wubin and Meekatharra, right through to the North West Cape. That is a major road to Western Australia and is used by the big transports. Only the other day 15 vehicles passed through there at the one time to go into the back country to help open it up. We must allocate our commissioner and engineers more finance to push these roads through. There is at present a big project at the North West Cape, but once Carnarvon is passed, the roads cannot cope with the big transports which are necessary to open up the country.

I do hope the Minister will not think I am criticising, because I am not. I just want to ensure that more money is allocated to these people to give them the opportunity to push these works through. These roads must be provided if the State is to benefit. The same applies to our railways. We have recently had an unfortunate instance north of Kalgoorlie, once again due to lack of finance. At least that is the way it appears to me, because I can see no other reason. While we do not have the roads to give these people adequate supplies and services, irrespective of whether our railways are running at a loss or not, we must maintain them. No-one is suggesting they should be cut out, but they are being cut down. There should be no taking away of anything in this year of 1964.

The Hon. A. F. Griffith: What do you mean when you say "irrespective of whether the railways make a loss or not"?

The Hon. D. P. DELLAR: I say that irrespective of whether they make a loss or profit, it is the overall picture that counts. It is a Government amenity and concern. If we are losing £10,000 on the one hand, and gaining £10,000 on the other, at the end of the year we come out square, and that is all that is required. Even if we are losing a few thousand a year, at least the people in the back country are entitled to the amenities those in the metropolitan area and close by are receiving. I repeat, they are the backbone of the State.

Whether the Minister's interjection is warranted or not, I do not know; but I am not concerned with it. I am concerned with opening up the back country and keeping it open. It is a sad affair to drive through the north—which I would like every member in this House to do—and realise just how much country has been closed down over the last few years. I am here to try if possible to make sure these amenities are kept open by providing those concerned with the necessary capital with which to work. I am not concerned with, or interested in, profit or loss, but only in keeping the north country going.

Another thing for which we must fight, irrespective of the cost, is the deepening of the Geraldton Harbour. I do not know where the money is coming from, but we must find it. The Geraldton Harbour is our main port in the north, yet all our supplies that go to or come from the north have to be shipped to Fremantle or away from Fremantle. All produce, including wool, for export from the Lower Murchison, or Gascoyne, for instance, has to be hauled past Geraldton from Fremantle, and then shipped back overseas past Geraldton. All the materials for the North West Cape project have to go past Geraldton into Fremantle and then be hauled back by road transport to the North West Cape.

Geraldton Harbour is a very important port in connection with the opening up of our north country; and, irrespective of where the money comes from, the job can be and must be done.

I would like to speak now for a few minutes on the subject of the education of the children of the back country. I am not suggesting for one moment that any schools are closing down, but there are quite a number on the borderline. When inquiries are made with regard to the possibility of keeping these schools open, the first thing mentioned by the departmental heads is the cost of keeping the schools open.

The children in the north country do not have the big universities, junior high schools, and amenities which are enjoyed by other children. I think it will be a pity if we have to take the schools away from the outback children because of the lack of finance. Irrespective of whether towns have only four or five children, those children need education, and their schools are as important as the schools where there are 20,000 children. They will be good citizens of this country and are entitled to have the same education as the more fortunate children in the metropolitan area. If it is a case of finance, then let the department have more money so that these kiddies can be kept at school. Never mind about red tape and the necessity to have seven kiddies to keep the school open. I do not think that should come into it. Where there are two or

three or five children and there is a school in the area, let that school be kept open. Do not let it be closed down because of economics.

The Hon. A. F. Griffith: Are those schools in your province?

The Hon. D. P. DELLAR: Yes.

The Hon. A. F. Griffith: Can you give me some idea of where they are? I will make some inquiries.

The Hon. D. P. DELLAR: I made it quite clear that the schools are not actually closing down, but there are one or two on the borderline and that is why I am bringing the matter forward.

The Hon. A. F. Griffith: I am merely trying to be helpful. If you could give me an idea of which ones are on the borderline I can make inquiries.

The Hon. D. P. DELLAR: At this moment I am not concerned with any particular school, but am concerned with the whole of the State and the education of the children irrespective of the number at any particular school. However, I will quote one instance and that is the school at Sandstone. That school is on the borderline. I am not suggesting that it will close down, but I know that under regulations it is on the borderline; and there are quite a number of schools in a similar position.

If the school at Sandstone is closed—I will quote Sandstone as an example—the four or five children left without a school will be penalised. Also, the whole town will be penalised because married people with young families will not go there to work. We have to appreciate that places like Sandstone have floating populations. People are coming and going, but they certainly will not come if there is no school.

I do not intend to be critical, but wish to point out the necessity to keep those schools open; and, if lack of finance could close them, I hope that this Government, or any other Government, will see its way clear not to close those schools because of the lack of finance. I would like to see departmental heads, and other people responsible for the running of these places, given the finance which is so essential for the development of the back country. I support the Bill.

**THE HON. J. DOLAN** (West) [5.39 p.m.]: When Mr. Wise was speaking to the Supply Bill he mentioned a controversial topic: the question of school examinations in general, and public examinations in particular. I think a few words on that question would not be misplaced.

I enjoy one television session called "My Favourite Martian." A recent programme dealt with the identical subject of examinations. A man from Mars, who was unfortunately stranded on earth, happened



to meet a newspaper reporter and moved into the reporter's home to live. The accounts of the Martian's adventures are most amusing. In this particular case he was asked by the lady of the house to help her daughter write a composition, and the subject happened to be "Life Was Impossible on Mars."

Armed with his first-hand information, the Martian was able to give the girl some remarkable ideas, and she presented her composition to the school. The result was that she failed for the first time since going to school, even though she was armed with this first-class information. Of course, the story and the theme develops until finally the professor learns the error of his ways and she obtains a high mark.

I would say that experience is quite common on this subject, but I would not like members to think that nothing is being done about it. It is a question which has occupied the minds of education authorities all over the world.

The Hon. A. F. Griffith: For a very long time.

The Hon. J. DOLAN: For a great number of years—ever since I started to teach, which was a long time ago. Today, the setting of an examination is a most important matter. Students are bound by a certain curriculum, and examinations are set on what is contained in that curriculum.

The usual process is that a responsible teacher for a particular subject sets the examination paper. The paper goes from that teacher to the senior master, or mistress, who thereupon goes through the paper carefully to see that there are no trick questions, or questions likely to cause excellent students some embarrassment. A further check is made by the headmaster, and, if, necessary, the paper is referred back to the person who set the paper for a closer look. So the resultant examinations are fair and are set on the curriculum. I would say that authorities go very close to setting papers which come within the scope of the curriculum.

For public examinations I feel there is much which could be adopted from the present system operating in high schools. They get very close to the mark. The usual process is that an examination paper is set, after consultation with colleagues, by a certain examiner. After the paper has been set it is checked by representatives from his department to see if there are any mistakes. It is an amazing thing that papers are sometimes set in maths, and the problems won't come out. That has been our experience over the years and it occurred last year, I think.

The Hon. H. K. Watson: We sometimes do that in Parliament.

The Hon. J. DOLAN: I could not agree more. After the examination has been taken and the usual comments made—easy, hard, or average—the papers go to

the examiners who have to mark them. There might be 100 examiners, but do not think it is left entirely to the judgment of those people. The person who sets the examination generally prepares a script for distribution among the examiners. Each question contains certain points that have to be looked for, and there is a certain matter what the subject is.

If the question is to write about a certain country, say, Russia, there are certain things which will be looked for by the examiner according to the headings set out by the person who set the paper, and certain marks are awarded accordingly. There are, of course, subjects which vary considerably from others. For example, the assessment of a composition is a very important feature. The same composition could be given to 20 people and the marks could range from 10 per cent. to 90 per cent. That is not unusual, and it has been, for many years, the experience of people who mark tests of this nature.

So it boils down to this: that there is still the human element, or human bias which some people possess when they sit down to mark a paper. In these cases the result does not reflect in any way the ability of the student. Probably the only examinations where the results would keep reasonably close to the script would come under the classification of intelligence tests where there was only one answer to the question set. Of course, a lot of factors come into the question of whether a child does well in a test. Some are coached in a particular line and their answers are better than those who have had no coaching whatever. We will always get this controversy about whether an examination was fair, and whether the marking was fair, and so on.

I can understand the predicament or attitude of the person who wrote the recent article in the paper, because the problem has been with the authorities for the last 50 years and will continue to confront them. It will be almost impossible for anybody to set a perfect examination paper—one which will make sure that it gives the student an opportunity to write what he knows about a particular subject, and gives the examiner no option in correcting according to the examiner's script.

I thought I would make those few remarks because, while it will not do anything to solve the problem, it will let members know that the minds of the authorities are being exercised on this matter. They are doing everything possible to ensure that the problem will be solved. When children face an examination they can rest assured that if they can give what they have in their brain, and put it to paper, the result will be a fair estimate of their ability.

There is one other matter I would like to mention. A few weeks ago I had the privilege of accompanying more distinguished people than myself on a tour

of the great southern native reserves. I do not intend to speak about the question at length, but I noticed a few small things which, without involving the department in much expenditure, could make life more pleasant for the people living on one reserve. This small expenditure would provide more comfort than could be imagined from so little money.

I went into a couple of the houses and they were very damp. Of course, this was a couple of weeks ago and conditions were abnormally damp; and not only down in the south-west. The houses I entered were unusually damp because drops of water were coming through holes in the roof. The iron on the roof was secondhand and there were probably a couple of hundred holes in it. I mentioned that ordinary little roof bolts could patch the roof and remove the discomfort. The occupant of the house confessed that he had not even thought of it.

The children would delight in playing a game, one dropping the bolts through the holes and another screwing nuts on to the bolts. That would solve the problem without the expenditure of very much money.

Another thing I happened to notice was a native woman trying to hammer a stake into the ground with the end of a shovel. When I said to the welfare officer, "Don't you keep a couple of kits of tools on these reservations in the care of one of the more responsible natives?" he said, "There are no tools here." I said, "I think your department would make money available so that you could have a couple of sets of tools which could be kept in the care of a responsible native." When we see a cupboard door broken off and lying on the floor for the want of a couple of screws, we can imagine the benefit that would accrue if the caretaker were provided with some tools so that with the aid of a couple of screws and a screwdriver, or a hammer and some nails, minor repairs could be effected and the place made more presentable.

Members can see that little things such as these will help to deal with problems which are not problems, really. I suggest that a practical man walking around these reserves could see dozens of such examples—examples of how a little expenditure could bring good results.

I know that so far as the natives are concerned there are plenty of more pressing needs and more urgent problems than those I have mentioned, but I offer my suggestion as a practical way in which these things can be done by the natives themselves. At the same time, they will be given valuable training in home management and in how to do things for themselves and care for their own particular property. I have mentioned these couple of items because I feel the time is appropriate. I support the Bill.

**THE HON. A. R. JONES** (Midland) [5.47 p.m.]: I shall not keep the Council very long, but I do want to make one or two observations because earlier in the afternoon Mr. Wise mentioned that the public could be better informed on the doings of Government and the doings of Parliament.

It is no wonder we do not get much coverage, because there is nobody in the gallery to take notes at present. I feel that is something which is very lacking in this State; and, having had the good fortune to be in Malaysia recently while there was a sitting of Parliament, I was astounded to see the coverage the newspapers gave the sittings there. I have brought the papers home with me, and I will bring them to Parliament House so that members may look at them. There was not a matter of interest or notoriety which occurred in the Parliament that the people did not have a full account of; and I think it is high time that the lead given by the newspapers in that country was followed here.

**The Hon. H. K. Watson:** Hear, hear!

**The Hon. A. R. JONES:** I really rose to speak because of an article which appeared in the *Daily News* this evening dealing with overcrowding at the Royal Perth Hospital—overcrowding to the extent of something like 60 or 70 beds.

Whilst that is a deplorable position, I feel that some relief could be given if the medical authorities would take a look at the possibility of using the country hospitals to something nearer their full capacity.

There are two reasons why, in my opinion, the country hospitals are not being used to full capacity at present. One is that some of them are not fully equipped, or are not adequate, to really serve the districts in which they are situated; and I will mention, in particular, the Dallowallin District Hospital.

Another reason, I think, is that there are insufficient numbers of doctors available to serve the people in the country districts. I do not blame the doctors altogether for this position; I think it is something that has grown like Topsy did. Because insufficient numbers of doctors are available, those who are established in the various places have been inclined to send patients to Perth. In the past few years it has been very noticeable that no matter where one goes in country areas, one frequently meets up with an ambulance taking a patient from some district centre to Perth.

That may be necessary in many cases, but I am sure a number of others that have been sent from country areas to the city could have been adequately looked after in the district hospitals if the hospitals had been up to standard in the first place and, in the second, if the doctor had

had sufficient support from another district—a district from which he could, by telephoning, obtain the services of an anaesthetist, or an assistant if a big operation was involved.

I feel the Government could relieve the present crisis that has developed in the Royal Perth Hospital by seeing if it could, firstly, bring some hospitals which are at present substandard, up to standard so that they could cater for most emergency cases. Secondly, it could try to encourage more doctors to come to Western Australia, even if it meant the cost of subsidising them at some of these places, so that there would be doctors available to assist one another in the more serious cases which, at the moment, go to the Royal Perth Hospital and cause overcrowding there.

I offer that suggestion, and I trust the Minister for Health will give consideration to it; and particularly do I stress the inadequacy of the hospital at Dalwallinu.

**THE HON. H. K. WATSON** (Metropolitan) [5.52 p.m.]: When one is coaxed, or cajoled, into speaking to a motion to which he had no intention of speaking, one is likely to open one's mouth and put one's foot in it. With that reservation or warning I would like to make a few remarks which have been prompted by the speech of Mr. Wise.

My mind goes back to 1950, or thereabouts, when the late Hon. Harry Gray sat where Mr. Wise is sitting today. I felt constrained to express myself rather definitely on some financial problem of the day—I forget what it was—when a Supply Bill was under discussion in this House, and I was roundly berated by the late honourable gentleman for daring to speak on financial matters, and for holding up a Supply Bill. I was informed by that parliamentarian—one with very long experience—that the Bill was sacrosanct and it was almost committing a heresy to hold up the Bill for more than five minutes.

It was, therefore, with considerable pleasure, in one respect, that I listened to what Mr. Wise had to say when addressing himself to the motion now before the Chair. I share his view that the opportunities of this House to discuss financial matters fully and adequately, and with some background to the subject, are all too few. Just how we are to overcome the problem is a matter which, I think, could well exercise the mind of every member here.

Mr. Wise rather flatteringly produced his solution by suggesting that I might move some appropriate motion. Whilst appreciating his remarks, which I say were all too flattering, I doubt whether it should fall to my lot to move such a motion. Mr. Wise did mention my activities of 1934. In those days I understand I was believed to have a rather remarkable capacity for

work. But that was 30 years ago. With the passage of years, I find myself not quite so alert or active as I was then.

There are one or two points, however, that come to my mind following on the suggestion made by Mr. Wise; and one of them is this: that during the session one could provoke a really interesting debate if one moved a motion along these lines—

That, having regard to the altered circumstances of this House in respect of its nature, composition, and franchise; and having regard to the fact that it is a House to which members are elected on an adult franchise and by compulsory voting, in the opinion of this House section 46 of the Constitution should be amended so as to provide that this House shall have equal power with the Legislative Assembly in respect of dealing with money Bills and, indeed, any other Bills passed through Parliament.

To my mind there is, in the altered circumstances which I have mentioned, much to be said for such a viewpoint, because we all know as a matter of history, that our Constitution has been adopted—in practice, at any rate—from the House of Commons, or the Parliament of the United Kingdom; and the House of Commons is the popular House—the House elected by the people. It is the buffer between the Crown and the people. That has come down through the ages.

Parliament came into existence because of the exactions by the King—the Crown—upon the people. Parliament was established to ensure that the people should not be taxed without their own consent. It was to ensure that there should be a buffer between the Crown and the people, or the Executive and the people, that the House of Commons asserted that it, and it alone, should have the right of granting supply and of initiating money Bills and taxation legislation. But we have gone almost full circle since those times. Today we find the Crown—that is, the monarch—is purely a constitutional monarch. We also find that the power of the purse—the taxing power; the executive power—is vested in the Executive; the Government of the day; and the Government of the day, regardless of political colour, controls the Legislative Assembly. Therefore the Legislative Assembly is virtually at the whim and caprice, and even the dictation, of the Executive. In this House that is not so. Here we deal with the Bill; not with the Government.

Therefore, in my humble submission, we have reached the stage when this House, particularly under its altered franchise and Constitution, is the buffer between the Executive and the people, and I suggest that a logical case could be made for an amendment of the Constitution in the

manner I have indicated to give this House equal power with the Legislative Assembly on all money Bills.

This Bill is to grant supply from the Consolidated Revenue Fund and the General Loan Fund. Speaking of the loan fund prompts me to recall that under the Financial Agreement—tentatively signed in 1926 and ratified by an amendment to the Commonwealth Constitution in 1928, following the referendum on the Constitution which took place in 1928—this State—as pointed out by the Premier on many occasions—suffers a severe disability in raising loan funds as a result of Western Australia playing its part, as a wartime effort, by keeping its loan expenditure to an absolute minimum; whereas, the other States spent freely. Because of this, under the Financial Agreement, a basis was established which was out of all proportion to the amount of loan funds to which we are entitled.

The Hon. F. J. S. Wise: And in proportion to our needs.

The Hon. H. K. WATSON: There is a provision in the Financial Agreement which provides, in substance, that the Commonwealth and the States shall each raise as much as they desire, but if that is not agreed to unanimously, the States collectively raise a specified amount; and the proportion in which each of the States takes the specified amounts raised on their behalf is determined according to their proportionate borrowing during the preceding five years. This racket of using the preceding five-year period as a basis has continued since the war years with the result that, under that written agreement and formula—which was never intended to operate in the manner it does operate—this State is not securing its fair share of the loan funds raised throughout the Commonwealth.

During the past fortnight or so, a great Australian, Sir John Latham, went to his rest. He will be remembered as a very distinguished Chief Justice of the High Court and as a very capable Commonwealth Attorney-General. He will also be remembered as the virtual author of the Financial Agreement. When one looks at that agreement, one can recall the part Sir John Latham played not only in its drafting, but also in having it carried by a majority of the people in the various States. I can reminisce and recall that three late members in this House—The Hon. Sir Hal Colebatch, The Hon. Arthur Lovekin, and The Hon. John Nicholson—vigorously fought Sir John Latham and Stanley Bruce—as he then was—on the referendum on that agreement.

I still recall, with some satisfaction, that I found myself in the distinguished company of the three gentlemen whose names I have mentioned. The point I want to make is that the Financial Agreement,

sponsored by one with such an acute mind as that of Sir John Latham, failed to foresee this problem faced by Western Australia today.

The Hon. F. J. S. Wise: And which operates with such unfairness.

The Hon. H. K. WATSON: However, because Sir John Latham, nearly 40 years ago, failed to see this possibility, I see no reason why this State should continue to suffer as a result of it for the next 10, 20, or 30 years; but how the problem is to be solved, I do not know. It is a matter which requires solution, if not in a friendly manner, then in an unfriendly manner, or by some direct method, because the State is definitely at a disadvantage under this Financial Agreement.

Having agreed with Mr. Wise in respect of all his remarks on the financial question, I venture to join issue with him on his remarks on price control. The experience of this State under price control, up to 1948, should warn anyone against reintroducing it, because it proved it had nothing to commend it. The same applies to the comments of Mr. Wise on the abolition of sales tax last year.

I do not know whether foodstuffs were made exempt from sales tax last year, but the honourable member might refresh my memory on that. Biscuits represent one item that comes to my mind; I think they were released from sales tax last year. I do know that on the occasion when they were exempted both the manufacturer and the grocer reduced biscuit prices by the full amount of the sales tax. I also believe they took similar action with many other commodities; that is, when the sales tax was removed, prices were not maintained at the same level and the benefits were passed on to the consumer.

The Hon. F. J. S. Wise: I can give you some illustrations of when they were not passed on.

The Hon. H. K. WATSON: In these days, on all questions of profiteering or excess prices, we have to remember that the Commissioner of Taxation is a pretty substantial partner in every business, and that any company, whatever profits it makes, has to pay taxation to him to the tune of 8s. in the pound. So there is not a great amount left to a company after providing for depreciation and after paying 8s. in the pound to the Commissioner of Taxation—not necessarily on the true profits, but according to the higher profits assessed under the Income Tax Assessment Act, which provides for pretty low depreciation as against actual depreciation—and when one bears in mind that that money goes to provide social services and other benefits, I suggest there is no case for price control or anything of a similar nature.

One could continue speaking for quite a while on the other point raised by Mr. Wise; namely, whether, if there is an increase in wages, a consequential increase in prices is justified, or is inescapable. I would certainly challenge his suggestion that an increase in prices is not justified—if I understood correctly that he said that—because in many respects a price increase must follow, particularly when there is a substantial increase in wages. If the increase in wages is a comparatively small percentage, it could be absorbed by the company or business by increased efficiency, or even a diminution of profits.

However, a company cannot perform its duty as between itself and its employees unless it is a profitable company; and it cannot be a profitable company unless it is making profits; and it only makes profits by selling goods at a fair percentage above cost; and if costs—of which wages form such a large proportion—are increased, inevitably, an increase in prices must follow.

*Sitting suspended from 6.15 to 7.30 p.m.*

The PRESIDENT (The Hon. L. C. Diver): We have with us this evening The Hon. Mr. Fagan, the Attorney-General of Tasmania, whom I shall invite into the Chamber to sit on my right.

The Hon. H. K. WATSON: It has been said that to everything there is a season and time for every purpose under Heaven. I think I have never been known to miss an opportunity, if the opportunity arose; therefore I would like to take advantage of the next few minutes to suggest to the Minister for Justice that the conference of Attorneys-General, which I understand is meeting tomorrow, might, in respect of the Companies Act, give consideration to two points which in my opinion are well worth consideration.

One of the disabilities of a company structure today, and one which lends itself to abuse and manipulation on the one hand, and inconvenience on the other, is the endless number of subsidiary companies which so many parent companies are either burdened with, or attached to, in these modern times.

The position would be simplified if the subsidiaries, or most of them, were absorbed by the parent company. My inquiries round the town lead me to believe that many companies, to their own advantage and to the advantage of the investing public, are prepared to eliminate the subsidiaries, but for one very important consideration; namely, the stamp duty payable on transferring the assets from the subsidiary to the parent, even though the transfer is virtually a transfer from the company to itself. I am speaking of wholly-owned subsidiaries.

I would suggest the Attorneys-General have a good look at this question, because to my mind it merits consideration, and

merits an appropriate amendment to the legislation in the various States. The Act which will require amendment is the Stamp Act, rather than the Companies Act. Although it is the Stamp Act which requires amendment, I do submit this question is one for consideration by the Attorneys-General, rather than the Treasurers, of the respective States.

In Western Australia we have gone part of the way towards meeting the point I have in mind. Here the position is partially covered by section 75B of the Stamp Act. In the United Kingdom the question is likewise partially covered in respect of reconstructions and amalgamations by section 55 of the Finance Act, 1927. To my mind neither of those particular provisions fully meets the problem I have in mind. I submit for the very earnest consideration of the Minister and the conference that there should be no stamp duty payable on the transfer of assets by a wholly-owned subsidiary to its parent.

One other point in connection with the Companies Act merits pretty urgent consideration by the conference. I mention this because this Parliament has more or less given away the right of initiating company legislation, inasmuch as it is practically impossible to have anything dealt with or considered unless it has first been approved by the conference of Attorneys-General.

I would make a suggestion that the conference have a quick and comprehensive look at the Act with a view to seeing whether, in respect of the inauguration of decimal currency as early as February, 1966, the Act ought to be amended in some respects to facilitate solving the numerous problems with which the companies will be faced when the change is made from pounds to dollars; and also seeing whether any documents, resolutions, and the rest, which will probably have to be passed by companies at that time, ought not to be exempt from stamp duty and other fees.

That is all I have to say on this particular Bill. I again support the views expressed by Mr. Wise in his speech as to the necessity for this House to take a more active and intelligent interest in the financial affairs of the State and in financial policies. After all, it is a trite saying, but it is very true, that finance is government, and government is finance.

**THE HON. F. R. H. LAVERY** (West) [7.40 p.m.]: In speaking to this Bill it is not my intention to speak on the same financial subjects as two previous speakers, Mr. Watson, and Mr. Wise. It is my intention to be more parochial. I am concerned with the death rate that is occurring in our State and particularly in areas where I think a few pounds spent would save some lives, whether they be young or old. I am concerned with two particular areas, one within my electorate and one out of it.

No doubt members read in the Press two or three days ago that in regard to a crosswalk from the Sir Charles Gairdner Hospital to the radiological clinic, the Main Roads Department claimed it had taken various counts and could not see its way clear to provide a crosswalk at this section of roadway at this particular time. It is not usual to talk about oneself, but I have just completed five weeks' treatment each morning around 8 o'clock at the radiological clinic, and I saw with my own eyes the difficult situation experienced by the orderlies of the clinic in the hospital when they have to cross the highway with people in two-wheel and four-wheel chairs. It has left me with this thought: that without excessive expenditure, the simplest way out of this situation would be for the establishment of press button pedestrian lights on that crosswalk.

The Hon. G. Bennetts: What about an underground tunnel?

The Hon. F. R. H. LAVERY: Because a great amount of public works will take place in this area in the fairly immediate future and this particular section of road will be closed and the route will run along the Kings Park fence, I know I could not ask the Government to spend a large amount of money; but the provision of a pedestrian light there would be of benefit to the 60 or 70 cases per day that have to cross the road, as well as to the orderlies pushing them; and motorists would not be held up for any length of time. About 100 to 120 patients have to use the one instrument at the radiological clinic, and the staff have to work to a very tight schedule.

On two or three very wet mornings when an orderly was taking people from the hospital to the radiological clinic, he had difficulty in getting even a little co-operation from the motorist; but the latter was not loth to splash quite an amount of water over the patients. On two mornings when I was there I saw the rugs of patients completely covered with water; and so was the orderly. I believe the small amount of money required to put in pedestrian crossing lights there would not only be money well spent, but would be something that is most essential and desirable.

I know that the Main Roads Department is very keen to obtain a certain count before it is prepared to put in these lights, but, I repeat, from my experience over the past six or seven weeks I know just how essential this is. The money required would be infinitesimal compared to the amount of comfort the provision of a press button pedestrian crosswalk would bring to the orderlies taking patients across the road and to the motorists who splash these people with water when they are trying to get past.

I now wish to refer to the expenditure of money which has to do with the answer to a question I asked of the Minister for Mines when it was proposed to close the

railway crossing adjoining the Alcoa property on the old Rockingham Road. I asked the Minister if crossing lights would be put in at this crossing and he gave me an assurance. I know what his assurance meant—it meant that he would see that the crossing was made safe.

I have to admit that at Thomas Road, where this road now crosses the railway line, there are flashing lights; but on the southern side of Calista, which is the southern suburb of Medina, Wellard Road is a main road that brings heavy traffic in from the Mundijong-Serpentine area towards Fremantle in connection with the carting of milk. There are no lights at all on that crossing. There has already been one serious accident there, and I have been asked by a man high up in the Kwinana refinery if I could do something about it. However, all I can do is ask in this Chamber that at this crossing consideration be given to the installation of flashing lights similar to those at the Thomas Road crossing.

The Hon. A. F. Griffith: Have you asked the department about it?

The Hon. F. R. H. LAVERY: No; I have not asked the department about it because when the railway was being put down Mr. Williams, the engineer in charge, told me personally that these crossings were going to be provided with safety equipment.

I would like to take Mr. Watson on in regard to price fixing, but I will leave it until the Address-in-Reply. However, I would say this: The Federal court has just granted a £1 per week increase in the basic wage, but within 48 hours of the decision of the Federal court the shoemakers and bootmakers in the Eastern States said that this would mean shoes would increase in price by 7s. 6d. per pair.

The Hon. G. Bennetts: They will soon get their dough back!

The Hon. F. R. H. LAVERY: Mr. Bob Hawke, the advocate for the A.C.T.U., made some research and took out figures when he heard this and found that, based on the number of shoes and boots manufactured in the Eastern States, the £1 increase in the basic wage would mean an increase of .018d. per pair of shoes. I have a pair of shoes on my feet for which the standard price was £4 19s. 6d. up to last Saturday morning, but as from Monday of this week the price has been increased by £1. I ask Mr. Watson what he thinks about price fixing there.

THE HON. R. F. HUTCHISON (Suburban) [7.49 p.m.]: I do not intend to speak at length, but I would like to make some reference to education. I am very concerned at the fees of the University being again increased this year. Education at the present time is one of the most important things in our community; and, instead of making easy the path of parents to have their children educated to

meet this challenging age, we see it being made more difficult all the time for people in the wage-earning class to give their children a higher education.

I often wonder how much natural ability we waste in this community of ours because we are so shortsighted that we do not give enough each year to education, and especially education at the high levels. I believe that Australia has the lowest percentage per head for education in the world, not counting some of the very depressed countries. According to the figures supplied to me, Russia has the highest percentage, and I know Japan has a much higher rate than ours. This does not stand to the credit of Governments of any party in a young and growing country such as Australia where it should be easily possible to give much higher grants so that our children can become real scholars and be some advantage to Australia as a whole.

An educated person is a national asset always and the children of today are, of course, the parents of tomorrow. If the children of today are educated to the highest level they can attain, they must be able to pass on to their children that education and thereby have the advantage over you and me who were possibly not able to go to those higher levels of learning.

I know that our University is short of money. It is always pinched for funds to carry on; and I know, too, there are many children going out of our schools at the senior level simply having to take a job to help keep the family going and are thus not able to go to the University and the higher levels of education. This to me is sinful because it is a pure waste of talent.

Members have heard me say on other occasions that intelligence is bestowed on the human race quite impartially. It is bestowed on men and women alike. There are intelligent men and intelligent women; and, on the other hand, there are dull men and dull women. The intelligent person can come from any level in society. The intelligent and brilliant child can come from the poorest worker's family; and it is a shameful thing to know that such a national asset, which should be a prerequisite of all effort and endeavour, is wasted, while those who have money and means can afford to send their children to a university although those children are probably of a lower intelligence than the ones from the poorer families. We see wasted each year the brains of our nation.

I think when we are speaking about the Supply Bill, this is one of the things we should study. Our University was founded as a free University, and no matter how high costs are now, it should remain a free University. It should be open to every class and kind who have the intelligence to take advantage of it. We do not know

in our scientific age what we are wasting. But we do know that it is a wicked waste when children who have the ability are not given the opportunity to make good use of it.

When I was young I was always told: "waste not want not"; and who knows what the nation of Australia is wasting in brains when it refuses to give enough finance to allow those with ability to make use of it. I know that neighbours of mine have a child who is very brilliant but must go to work because there are four younger children and the father is only a railway worker and cannot afford to allow the child to go any higher in its education.

It may sound incredible, but I know it is true that school teachers take cognisance of the parents' status when they are considering what course a child should adopt. If they know that the child's parents are not well off, they will advise the child to take on shorthand and typing, or something like that. This is a wrong attitude, but it exists, and I can prove it if it is so desired.

We should pay more attention to the grant for education. As a matter of fact, the people of Australia, and Western Australia in particular, because we live here, should demand it; and if money can be found for all kinds of other things such as tours, and so on, it can be found for the basic need of our State, which is education. It is an indictment in regard to any Government which blames paucity of funds for the lack of education, because it is wasting the brains of this young and virile State. We are told we are on the edge of great development, but how great will it be, really? A nation is just as great as its people. I mention these matters for Parliament to contemplate.

We are told Western Australia has promise, and has everything, but we still have unemployment. On the 29th May, 1963, there were 5,654 unemployed, and on the 29th May, 1964, there were 4,876.

The Hon. A. F. Griffith: What percentage of the population is that?

The Hon. R. F. HUTCHISON: Get 4,000 people and put them in a crowd and see what they look like! Some of them receive social service payments in certain instances, but we know what the result of that has been. This has given people enough, not to live, but to starve respectably; so we do not see soup kitchens in the streets and all those other things which existed when men were actually starving. However, they are starving in another way; and I know families which are not getting the food and sustenance they should be getting. They are starving respectably, and it is evident in their health.

I leave those two thoughts—education and unemployment—for members to contemplate, because I believe they are connected with the Supply Bill. I am talking earnestly tonight, and I commend

my remarks to the Government. I will fight further if the University is not given more money to carry on instead of its being pinched and scraped, as it is now. I know there are many more who would attend the University if they were in a financial position to do so. It could be filled again, and it should be filled again. We have a right to fill it if there are those with the intelligence to attend.

**THE HON. N. E. BAXTER** (Central) [7.59 p.m.]: In addressing oneself to this measure which provides for £26,500,000 for the Government to carry on, one naturally should of course, as a representative of the people, spend more time considering the financial affairs of the State. However, I think we find ourselves in the position that our parliamentary obligations generally keep us busy and leave us not a great amount of time to go into the financial affairs of the State.

It is interesting to note the increase in State revenue that has occurred over the years. I should like to quote from the *Pocket Year Book of Western Australia* issued for 1963. Since 1957, figures show an average increase year by year of approximately £4,000,000. For 1957-58 the total State revenue was £57,054,000. The following year it increased to £60,068,000. The next year it increased to £64,388,000. In 1960-61 it increased to £69,333,000; and in 1961-62 it increased to £74,926,000. The total for the last financial year was £78,590,768. The grand total this year was £83,096,000.

When looking back, one wonders how the State carried on with the amount of finance that was available some 20 or 30 years ago. Of course, expenditure has increased in all directions since those days. Exports have increased considerably.

I should like to quote from the *Pocket Year Book of Western Australia* and tell the House what I think is responsible for this State having the revenue it has today. It has been brought about, in my opinion, because of our increased export programme. External trade in this State is rather interesting. According to the 1963 figures, Western Australia's external trade was characterised by favourable balances with overseas countries, and adverse balances with other Australian States. During the year 1961-62 exports to overseas countries totalled £148.5 million. Imports totalled £50.1 million. This left a credit balance of £98.4 million. Exports to other Australian States totalled £42.3 million against imports of £122.6 million. This resulted in an adverse balance of £80.3 million. Overseas and interstate combined showed a favourable balance of £18.1 million.

One hears a lot about the progress that is being made in this State, but one wonders if the progress is as great as might be thought when one finds that we have an adverse trade balance with other

States. The situation might have been brought about because there are some things that cannot be manufactured economically in this State. We import motor vehicles from other Australian States, principally Victoria. We import from other States apparel and textiles; also iron and steel, mainly billets from New South Wales. This situation might be eased when B.H.P. establishes an integrated iron and steel industry in this State.

We import machinery, including smaller items such as television sets, radios, and electrical appliances; and we also import processed foodstuffs. I am hoping that the situation regarding these items might be changed within the next 10 years. If this State progresses in the next 10 to 20 years to the extent that we are led to believe it will progress, we should reach the stage where our balance of exports against imports from other States will be more favourable, and we should not have the huge deficit that we have today.

If one examines the Estimates one obtains a picture of departmental expenditure of loan moneys. In my opinion there should be a more detailed report of departmental expenditure prepared for the benefit of members. It would give members an insight into expenditure in relation to the amount of loan moneys allocated.

A department is allocated certain loan moneys when the Government cuts up the loan moneys cake. Each department prepares a programme for the year and prepares an estimate of expenditure on capital items. For instance, the Education Department estimates its building activity for the year: how many schools and how many classrooms it proposes to build. It estimates the amount of money it is likely to spend. When the department decides on the buildings to be erected, the information is passed on to the Public Works Department and tenders are called. But very often, after tenders have been accepted, the actual building costs exceeds the department's estimate. At the end of the year the department has to curtail its expenditure in some instances, otherwise it would be spending an amount well over the figure originally estimated in accordance with its share of the loan moneys cake.

There should be some liaison between the Public Works Department and other departments in connection with loan moneys; and if an estimate is exceeded, a decision should be made as to whether the project should be proceeded with or further tenders called.

Earlier this year I was concerned about another matter connected with the Public Works Department. The matter concerned work carried out at Kununurra—the town Mr. Wise discussed last night—in connection with channels and drains



for irrigation. A statement appeared in the Press some time ago that most of the contractors had lost money on work carried out at Kununurra. Certain works are being contracted for at the present time. When tenders were called for this particular contract, the tenders ranged from £600,000 to £338,000, which was the lowest tender. I know the inside story about this and it illustrates what can be done in regard to some Government contracts. In this instance the lowest tenderer obtained a contract, and I understand that the contractor is up to date in his work schedule. He will probably finish the work before the time allotted, and he will not lose any money.

The story behind this particular contract is that these people have obtained machinery from the Eastern States. This machinery shifts a terrific amount of dirt. Previous contractors used out-dated machinery that would not shift the yardage of dirt that the present machinery is able to do, the result being that the previous contractors lost money on the contract.

When the Government is calling tenders for various works it should inquire into the ability of the tenderers to do the job, and to do it within a reasonable estimate. I hope some such procedure will be adopted in the future, and that Government jobs will be completed at a price somewhere near the estimate, instead of finding time and time again that the cost of capital works is exceeded. I think something along the lines I have suggested could be done; and, as I said before, it only needs some liaison between the departments concerned and the Public Works Department.

I do not want to delay the passage of this Bill, but there is one other little matter which I want to comment on in conclusion. It is of a general character and concerns an answer I received to a question I asked on opening day. The reply was given by the Minister for Justice last evening. In connection with regulations the Minister's reply stated—

An officer of the Parliamentary Draftsman's Section of the Crown Law Department has been for some time and is still engaged in the preparation of regulations for reprint under the Reprinting of Regulations Act, 1954. Regulations are produced for reprint as and when required by various Government Departments. It is not considered necessary to appoint a special officer for the purpose.

I may be wrong—and I would like the Minister to let me know when he replies to the debate—but I understood that this officer from the Parliamentary Draftsman's section of the Crown Law Department was originally appointed to deal with the revision of Statutes. He may have been appointed to deal both with the revision of Statutes and the reprinting of regulations.

The Hon. A. F. Griffith: To whom are you referring?

The Hon. N. E. BAXTER: I do not know whether the Minister has two men on this job, one man dealing with the revision of Statutes and a separate officer dealing with the reprinting of regulations. That is what I was getting at with my question.

The Hon. A. F. Griffith: I will tell you.

The Hon. N. E. BAXTER: If there is only one officer from the Crown Law Department on this particular job, I would say he has more than a man-sized job on his hands. However, that was not the main point I wanted to bring forward, although I would be obliged if the Minister would tell me the situation in that respect.

The part that did intrigue me was that the Minister said regulations are produced for reprint as and when required by various Government departments. I cannot get the intention of the Minister's reply, because my question referred to the availability of regulations to the public and not to as and when they are required by Government departments. It is the public who are mainly concerned with regulations. In most instances they are the ones who have to abide by regulations made under an Act, and if they cannot get reprints there is only one thing they can do—they have to get the original print of the regulation and then go through the various *Government Gazettes* in which the amendments have been published, or try to obtain the amendments from somewhere else. Sometimes one can obtain amendments from the Government Printing Office, but it is not an easy task for an ordinary person to get a full copy of the regulations made under any Act, even though people have to abide by those regulations.

During a recent inquiry, upon which I have been engaged in the last few months, I tried to obtain a copy of certain regulations relating to the Fisheries Department. I think the last reprint of these regulations was back in 1938 and, from memory, there have been 13 or 14 amendments at least since that time. But there has been no reprint since 1938, which is some 26 years ago. That is a long time, and one can imagine the situation which confronts the fishermen of this State who have to operate under regulations which have not been reprinted for 26 years.

The Fisheries Department inspectors have copies because they have asked for them from the department. But they had to fish around and get the original reprint and all the amendments since that time, and they now have a conglomeration of material to go through which makes it very difficult for all concerned.

This is not the only Act which is affected. Some time ago I asked for certain regulations which were made under an Act

of Parliament and I found it was impossible to obtain a reprint. If one looks through the index to the Statutes one will find that in a number of instances the same thing applies. I am not blaming anybody in particular, but it is wrong that things have been let go for so long, and it is time the matter was dealt with.

It is not fair on the public for them to have to operate under regulations that are unavailable, and I trust the Government will do something about the matter and try to speed up an improvement in regard to it. I say that because at one time when I inquired about some regulations I was informed that the departmental officer concerned was working on them in his spare time. He was trying to get them up to date so that a reprint could be made. If that is the situation, and it is to be a spare-time job, more or less, for a departmental officer to get the regulations into a shape which will enable them to be reprinted, I think it is a pretty poor state of affairs. I trust the Government will deal with the question of regulations and that they will be shaped up ready for reprinting fairly smartly.

The Hon. A. F. Griffith: Who told you that a man was doing this in his spare time?

The Hon. N. E. BAXTER: I will tell the Minister afterwards. I do not want to mention names in this particular speech.

The Hon. A. F. Griffith: Very well.

The Hon. N. E. BAXTER: With those remarks I support the measure.

**THE HON. H. C. STRICKLAND** (North) [8.7 p.m.]: The revenue and loan moneys which are covered by the Bill we are about to pass will no doubt be used to service many of the Government's responsibilities in relation to transport and services generally. I have no doubt that after reading the financial report of the State Shipping Service, which has been tabled today, there will be some more criticism through the Press in regard to the deficits which this Government service incurs.

Last year, or the year before, there was a lot of criticism through the Press in regard to the deficits of the State Shipping Service, and one member of the Grants Commission criticised the position at that time. If my memory serves me aright, I think it was about two years ago. However, when one looks at the value of money today and compares it with the value of money a few years ago one realises it has depreciated.

Also if we compare the increased cost of services over the years we find that the losses of the State Shipping Service today are no worse in actual value than they were in 1950. For instance, in 1950 the State Shipping Service incurred a loss of not quite £500,000. The State basic wage—which can be taken as a guide in regard to values, surely, if anything can be

taken as a guide of what one can buy with money—on the 1st August, 1950, was £7 3s. Today the basic wage is £15 3s., or thereabouts, which is an increase of something like 114 per cent. If one looks at the figures which were tabled this afternoon covering the twelve months ended the 31st December, 1963, showing the deficiencies created by the State Shipping Service, one finds the deficiency amounted to £1,200,000, which compares very favourably with the value of money as between 1950 and 1964.

Therefore, if we bear in mind the most important service which the State Shipping Service renders to more than one-half of the total area of the State, where there is no other public transport, the cost is by no means excessive when it is compared with the costs incurred by other forms of public transport. For instance, the Metropolitan (Perth) Passenger Transport Trust loses a considerable amount of money every year, and so the deficiencies incurred by the State Shipping Service are not so great, especially when one takes into account the large area served by it and its importance to the State.

The only other transport service which is rendered to the people of the north is that given by the private road transport services which, daily, are encroaching on the traffic which legitimately belongs to the State Shipping Service. There is no doubt that road transport appears to be favoured by the people in the north because they are certain of a regular service—unless, of course, it rains as it does every June and July, and there is nothing certain then about road transport services north of Carnarvon—and because road transport delivers the goods from door to door; and the people in the north are prepared to pay extra for road transport services.

To exemplify this, I can cite the questions asked by the member for Pilbara of the Minister for Transport in another place on the 13th August last year. From the information given it is found that the people in the north are prepared to pay costs for road transport far in excess of those which they pay for goods transported by the State Shipping Service. Assuming the goods are delivered through sheds at Onslow the total cost per 40 cubic ft., including shipping freights; shore charges, Fremantle; and shore charges, Onslow, is £11 1s. That is for general cargo.

To send general cargo from Fremantle to Onslow by road, the cost is—

Over 10 tons	£22	7	0	per ton
5-10 tons	27	17	0	per ton
1-5 tons	32	17	0	per ton
Under 1 ton	45	0	0	per ton

According to the answers given by the Minister for Transport, the road freights are charged by weight or measurement—at 140 cu. ft. per ton—whichever is the greater, or the more profitable. The State

Shipping Service operates on the same basis; but 40 cu. ft. shipping space is equivalent to 1 ton.

So, whilst the State Shipping Service charges an economic freight rate to people in the north, many of them prefer the road transport services, despite the fact that the freight rates are higher. Surely that is an argument for an increase in freights on the State Shipping Service, but I would not advocate that in any circumstances, because there is much developmental work still to be done in the north. The cost of transporting freezer cargo by ship is £14 19s. per long ton; that is the cost of transporting the goods to the goods shed door in the centre of Onslow from Fremantle. By road the freight rate for the same freezer cargo is £32 per ton, so it is a little more than 100 per cent. greater than the shipping freight.

Comparing air freights to the north, the current rate for sending a parcel by air from Perth to Onslow is 2s. 4d. per lb., which works out at something like £260 per ton; but, of course, nobody sends a ton of goods by air. It is possible to get an express air freight, and then the cost is doubled. I was in Wyndham recently when a person in business in that town suffered a major breakdown of his refrigerator and it was necessary to have a part sent up from Perth by express air freight, because there were many perishables in the refrigerator which would have been spoiled if the part had not been delivered promptly. The express air freight on that part was 6s. 6d. per lb. In fact, the freight actually cost more than the spare part—a refrigerator valve—which had to be replaced.

The members of the Commonwealth Committee now touring the north—that is if it has not yet finished its tour—will find that is the type of cost which will be placed before it.

Such costs represent a heavy burden on the consumer in the north. I am speaking of road transport charges and air freight charges. To provide road transport the general public is, of course, required to find millions of pounds annually for the construction and maintenance of roads; and millions of pounds of the taxpayers' money are also required for air services. In June of this year Senator Paltridge announced that he is going to spend £1,500,000 on airfields in Western Australia, and mainly on those in the north-west. This money has been allocated for the improvement of airfields. What it costs annually to maintain them I have no idea, but it must certainly be a large figure. This money comes from the public purse, the same source which supplies the funds to maintain the State Shipping Service and the Metropolitan (Perth) Passenger Transport Trust.

Therefore, I hope that when the Press, or any members of the Grants Commission, criticise the deficits created by the State

Shipping Service they will take into consideration the cost to the people of providing and maintaining other transport services throughout the State and the subsidising of private services which are operating in the north.

For example, the MacRobertson-Miller Airlines service does not operate without Commonwealth subsidy. Apart from the expense of providing airfields, safety measures, and everything else required for safe flying, which of course is a total cost on the Australian taxpayer, there is also the question of a subsidy supplied by the Commonwealth Treasury. I do not know what the amount of the subsidy is, but I do know the basis of the subsidy. In the days when the MacRobertson-Miller aviation company was on its own, before Ansett took over last year, the basis was that the company should provide a dividend of not less than 7 per cent. to its shareholders. That is roughly the basis of the subsidy which applied, and which probably still does apply.

So we can find in hidden accounts of public expenditure enormous sums which are spent outside of public transport and public service. But of course we are not able to see such expenditure. No other shipping company in the world would dare to operate in conditions similar to those under which the State Shipping Service operates in the north-west. It would be absolutely impossible for them to do so. Private companies were there previously, but they all went out of existence one after the other.

There is only one other company, which operates one ship, the *Centaur*, and that has a specific cargo. It never services the north-west. It calls in at no port to the north; it only brings cattle and wool out of the north. It is a one-way traffic. Other services which operated many years ago were the Western Australian Steam Navigation Company, the Adelaide Steamship Company, and the Alfred Holt Line. These gradually went out of existence, because it was not possible to operate under an economic freight to consumers in the north. Because it was necessary to impose such high charges, the companies found it uneconomical to operate on the coast. The reason for the high freights was mainly tied up with the tidal ports, because no regular service could be given where several ships were scheduled to call at tidal ports. They had to dodge each other and do a bit of fishing; or a vessel had to lie at anchor and wait for a ship to clear the port before it could get in and use the port facilities.

That is a restriction imposed on tidal ports such as Port Hedland, Broome, and Derby. There are prospects, however, of a deep-water port being developed at Port Hedland; and there is a jetty under construction at Broome which will obviate

the necessity of waiting for tides in that port. The present Government built another jetty in shallow water at Derby and this is also restricted. Derby will always be a tidal port. That is unfortunate, because it promises to be a port with a fairly large export trade.

At one time the people of Derby and the hinterland were in favour of a deep-water port at a place called Black Rocks, but when the money came along there was a change of heart on the part of the people at Derby, and the Government did not go on with the proposition. Both the Labor Party Government and the Liberal-Country Party Government were in favour of this port. The people decided against establishing a deep-water port at Black Rocks, and instead the Government has built the jetty where it is located alongside the existing one.

To my mind the people of Derby showed bad judgment in this matter, because we find that a deep-water port is now being erected in Broome; and some pretty long-sighted people have built a modern meatworks there which is reputed to be one of the best and most up to date in the southern hemisphere. This surely will take away some freight from Derby. No matter what has been said or done in recent months about the meatworks not supplying cattle, and so on, the truth is that the meatworks were only completed a month ago. They have killed cattle there and will continue to do so. They will kill a lot of cattle there, because the pastoralists cannot get all their cattle on the boats, or have them treated anywhere else. So I repeat it was bad judgment on the part of the people of Derby to knock back the building of a deep-water port.

The present position will not relieve the shipping situation there at all; it will simply mean that two ships can be berthed instead of one. In referring to this jetty, I was rather interested to hear Mr. Baxter querying some of the expenditure over which this House has very little or no control. The jetty at Derby is a long way from being completed, even though the work has gone on for quite a long time. My inquiries about the hold-ups are always answered by the statement that it is not possible to obtain materials quickly enough to keep the job going. I do not know whether that is right or wrong; or to what extent it is responsible for the hold-up. If that is the case, however, and that is the reason why the job is being held up, it is certainly a very good reason why somebody in this House should have a larger say in the matter of speeding things along.

I was interested in the remarks which referred to the possibility of this Chamber perusing the Estimates and having them made available as is the case in another place. I do not know whether that would work very well; but I do think there is an

opportunity for this House to introduce something along the lines of the Commonwealth Government, by setting up a public accounts committee, or something like that, which could have a look around and see where the public moneys are being wasted.

There is no doubt at all that there is a great deal of waste. That is no secret. The Royal Commission on railways, without any compunction at all, reported in 1957-58 on the amount of waste that was taking place in various departments of the Government Railways. I do not doubt that other departments follow the practice which was in operation then. I do not know whether it still exists, but it certainly operated for many years.

To give one example, various departments and branches are given a vote out of the loan expenditure each year. So that their vote will not be reduced in the following year they make sure that they spend the entire vote that is provided, whether it is necessary for them to do so or not. That is common practice, and it was disclosed in the Royal Commission's report. The Royal Commissioner reported that in one case the head of a department ordered certain work to be done on locomotives, in spite of the fact that this work had been done only a few months previously. When this was queried by the foreman the officer said, "Never mind, do it again; we have to spend our vote." That is the sort of expenditure that is found in Government departments, and it has not vanished altogether.

I received a letter today from the Minister for Works, dated the 3rd August, in reply to the letter I wrote to him on the 20th July in connection with a new slipway which was being built at Safety Bay. Because I spend a lot of time at Safety Bay, and I happened to be standing near the slipway on one occasion, a number of fishermen approached me and asked me to write to the Minister. I would point out that the Minister is the parliamentary representative for that area. I wrote to the Minister telling him that the slipway would not do what the engineers said it was capable of doing. I asked for details and got them, but in my opinion the Minister has been wrongly advised. He replied to me in these terms—

You are advised that this project was designed to replace the existing slipway. The available depth of water precluded the capacity of the slipway being greatly increased, except at excessive cost.

As a result of resiting the slipway in deeper water, its capacity was increased; the cradle will take, on a 2 ft. tide, boats with 3 ft. forward draft, 11 ft. beam, and weight of seven tons.

The Minister has been advised wrongly, because I was there when the cradle was measured. The complaint was that the

cradle would only take a boat 8 ft. wide, yet the Minister was given the advice that it would take a boat 11 ft. wide. My suggestion to the Minister is that he should have a look at it for himself.

That is the type of thing that goes on, and on. I realise Ministers cannot attend to every detail and item in a project, but surely there is sound reason for some committee or authority to be set up, apart from the Auditor-General, who goes through the figures annually, so that the committee could examine the sites and find out what was happening in respect of such expenditure.

That slipway is to serve 20 to 30 cray-fishing boats, but not one of them can get on it; that is because the cradle is not wide enough. All that is required to rectify the position is to have a few holes drilled in the cradle so that its arms can be moved out. That is a simple job. Yet, without looking at the job or discussing it with the men who are supposed to use the cradle, the Minister has been advised that it will accommodate boats with an 11 ft. beam. I say it will not, because that was demonstrated to me before I wrote to the Minister. This sort of thing calls for supervision.

We know there is extravagance in relation to Government expenditure. I have been one to advocate—when in and out of Government—contract work by private enterprise on big jobs, such as the drainage project referred to by Mr. Baxter. The people who lost money on those jobs would be the ones who contracted for them, but sublet the work to other parties. I know for a fact that the people who were on subcontracts made a lot out of the drainage work. If someone tenders too low for a job, and does not do the work himself but sublets it, he may have to pay something himself. That is hardly a fair method of taking on these contracts.

Although road funds do not come within the province of this Bill, the roads certainly come under the supervision of the Government. The expenditure from the road funds in the north-west is very large; it never has been, and probably never will be, as large as the amount which the north-west brings to the State under the roads aid formula through which road funds are distributed to the States.

Annually a tremendous amount of money is spent on the roads in the north-west, but much of this money is wasted. Roads seem to be graded and graded year after year. On one particular stretch, from the 12-mile turn-off on the North-West Coastal Highway into the township of Onslow, the road has been graded and graded until it has become a creek. It is not a road at all, because it is lower than the surrounding country.

Every year in the last four or five years the roads from Onslow have been closed. In fact, the roads north of Carnarvon have

been closed in the months of May, June, July, and August, at a time when there were only light rains—not floods—registering between 1-inch and 1½ inches. They were closed because the roads held the water, and it could not get away. They were turned into lakes. I say that expenditure of funds on the roads in that manner is absolutely wasted, yet it is allowed to continue year after year.

The road between Carnarvon and Winning Pool Station, and that between Carnarvon and Minilya Station, some 85 miles north of Carnarvon, are built on a mass of rolling sandhills, at the bottom of which are lakes, because the water drains to the bottom of the hills. The graders go out and smooth over the corrugations during dry weather, and smooth over the ruts after wet weather. By doing that it is claimed the roads are in order. They will never be in order if the work is done in that manner.

Similar conditions existed for many years on the road between Geraldton and Carnarvon, before it was sealed. Since that road was sealed I have not seen any main roads gangs working along it. Surely that is the best type of expenditure to indulge in. Rather than spend hundreds of thousands of pounds over and over again on the same stretch of road, a small section of it could be bituminised each year. By that method some headway and advance will be achieved, but we cannot get the main roads engineers to see eye to eye with us in that regard. I hope something can be done about this type of expenditure being wasted in the north.

Mention was made of the basic wage, and of the dog chasing its tail. I have often wondered which end was the tail, but I have not been able to make my mind up. The reference to the dog chasing its tail is usually taken to mean that the wage-earner is just simply chasing higher costs. That is a fact; the wage-earner is always chasing higher costs. If the cost of living did not rise, the basic wage would not move at all.

I agree with the remarks of Mr. Watson that in many cases, particularly with regard to the heavy industries, a rise in the basic wage must affect costs. Let us take Broken Hill Pty. Ltd. which employs some 45,000 men. An extra pound per week would mean £45,000 per week on that company's wage account; but it does not stop at that as the payroll tax is also increased. The Commonwealth Government gets a rake-off as well. We have a payroll tax, and whether a business shows a profit or not, the employer must pay payroll tax. It also has to be paid by Governments, and by semi-Government bodies.

I received an account today which included another type of tax—sales tax. It is rather intriguing; and I wonder how many times the Federal Government had a rake-off out of this one. I had a jinker

built—the cheapest possible—and it is a most unusual type. I had it built to order to take a boat out of the water because the slipway does not work.

The Hon. H. K. Watson: Is it 8 ft. or 11 ft.?

The Hon. H. C. STRICKLAND: It is 15 ft. The jinker stands on four obsolete truck wheels. The rear wheels are higher than the front wheels. I think the front wheels are probably off an old Nash car—they are disk cylinder wheels—but I do not know from what type of truck the back wheels came. However, they suit the purpose. They have been raked out of the scrap heap of a farm and sold again. When they were all put together and I took the jinker away, the price was £99 4s. for labour and material, plus £12 8s. sales tax. That is not bad is it? Goodness knows how many times the Commonwealth Government has taxed this material. When the trucks were new the wheels were taxed.

The Hon. L. A. Logan: There was no sales tax in those days and they are catching up with you.

The Hon. H. C. STRICKLAND: Because I got them welded together I had to contribute another £12 8s. It does not stop there, because it is a four-wheeled jinker and has to be licensed. The licensing people say it is necessary to have power brakes on this jinker and that it should have flashing lights. I have a submarine; yet I have to have flashing lights before I can get a license!

The Hon. A. F. Griffith: You had better get some good hauls of fish.

The Hon. F. D. Willmott: It would be better to hire a boat.

The Hon. H. C. STRICKLAND: In a year I will cover no more than half a mile on the road with it and it will simply be towed along. Anyhow, it so happens there is no provision in the Traffic Act at the moment to provide for such cases.

The F. R. H. Lavery: There should be a new regulation.

The Hon. H. C. STRICKLAND: It is quite different with primary producers. They can move a harvester on the road, but nobody thought that someone might want to drag a jinker across a road. However, that is the position. I support the Bill.

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [8.53 p.m.]: In the first place I would like to take the opportunity of thanking members for their individual contributions to this debate. One of the themes developed during the course of the debate on this Bill appears to be the fact that this House does not get enough opportunity, or is not provided with enough information about the finances of the State in order that members can give these matters due and proper consideration.

The present practice we employ, as Mr. Wise has said, has been in operation for many a long day, and although I do not intend to name the year, there was a slight change in the practice that was employed. Until then it was basically accepted that the Supply Bills a Government presented to both Houses of Parliament went through without a great deal of comment, but in later years it has been one of the opportunities that members use to address themselves to many subjects. The Supply Bill is similar to the Address-in-Reply, because on both occasions members have an opportunity to point out to the Government of the day certain things they want attended to in their electorates.

As the Minister controlling the departments I have under my administration, I receive letters, I listen to remarks in this House, and I have information passed on to me from members in another place; and all the time it is directed at one thing: the improvement of the lot of the people who live in a member's district—improvement in the way of services and facilities which he thinks his district should have, whether he be a member of the Legislative Assembly or the Legislative Council. So it spells itself out in one way and one way only, and that is an ever-increasing demand which makes it necessary for the State to ask the Commonwealth to provide an ever-increasing amount year after year. There is no doubt about it; we in this Chamber have, on numerous occasions, discussed the shortcomings of the financial arrangement which exists and as a result of which Western Australia frequently does not get all that we think it should.

Mr. Watson said that he does not know how we can change it. Of course, I think the method of changing it would not be difficult if the people responsible for such a change would, in fact, be willing to make the change. But, of course, we know they would not. The standard States of New South Wales and Victoria, particularly, are unwilling to make such a change, because if Western Australia were to get more it could only mean that somebody else would get less. So this situation prevails.

It has been pointed out tonight that the amount of money involved in this particular Supply Bill—money which the Government expects to spend this year—exceeds that which has been spent in all previous years. I heard this very same thing said last year; and words to the same effect were said the year before. I think it is just as well, because if members couple their thoughts with the demands they wish to make in respect of their electorates, the services they require, and the improvements they want, they will realise they can only get those things if the Government of the day has the money and the wherewithall to provide them.

When a Government builds another hospital or another school, it does not end with the capital cost, because there is the running and the maintenance of that hospital or school, and services are everlastingly on the rise. So when the Premiers go to loan conferences from year to year it is to be hoped that in order to cope with this demand, the amount of money available to the States will be on the increase and not on the decrease.

One of the things I am most conscious of in respect of loan funds is in regard to housing, and as each year goes by I ask the Treasurer for more money; because, while we have a growing population and the economy is firm, the demands of that population will increase from year to year in respect of housing and the other services that go with housing the people in the State. Up to date, fortunately, we have been able to obtain the increase in the amount of expenditure that the Government has made in this one particular field.

Many of the subjects that have been spoken of tonight do not come directly within my control, and I am therefore perhaps not able to answer many of the questions that have been raised; but if I could be permitted to run through a few of those things I could make some comment upon, later on I could obtain the information on other matters raised by members and supply it to them.

I have been helped in this respect by the debate as it has gone on. Mr. Wise expressed himself about the education system and the method of examination. The knowledge of Mr. Dolan in his professional capacity as a school teacher enlightened us considerably upon this particular point. I was grateful also to Mr. Watson for joining with Mr. Wise on the question of price control. The experience of the States of Australia have simply not added up to the fact that price control is of a beneficial nature. If my memory serves me correctly the people of Australia were consulted about this particular matter in the form of a referendum some years ago, and they rejected the question of permanent control of prices by the Commonwealth Government.

I am not going to make any comment whatsoever about the basic wage, because this is a matter which is currently being dealt with by the appropriate authority—the Industrial Commission—and whatever the commission decides when it gives its decision will, of course, be accepted.

Mr. Dellar will remember that he and I have exchanged words—in the main, pleasant words—about the question of roads in the Murchison area, and he has assisted me in making comparisons between the amount of money spent, particularly in the Murchison district, in years gone by, and the amount spent when he was a very young boy.

Whilst I have not the figure at hand at the moment, the expenditure on main roads, not only in the Murchison but in other parts of the north and the rest of Western Australia, have been very considerable indeed. This year I think we are in the fortunate position of having something in the order of £11,000,000 to spend on main roads. I am sure that the expenditure of this amount will be made wisely by the Commissioner of Main Roads whose function it is to spend this money in providing the main roads for the State.

The matter of the Geraldton Harbour was mentioned by Mr. Dellar, and of course no Government has ever done more than this one to try to get the Geraldton Harbour into a better situation than it is at present; because the importance of Geraldton to that sector of the State is well realised. The Premier, I understand, gave some information in the Legislative Assembly a short time ago, and all efforts will be made to give a greater depth of water in the Geraldton Harbour because of the future that Geraldton holds. It is anticipated that tenders will be called for the deepening of the Geraldton Harbour, but this is not an easy task. Engineering-wise, I am told it is an extremely difficult matter and the extent of the success will depend entirely on the information we may obtain when tenders are called.

Mr. Jones also mentioned the subject of the public and members of Parliament being better informed with reference to public expenditure, and I would say in quite a kindly way that there is, of course, nothing to stop members of Parliament in this House or another place making more enquiries and taking a greater interest in the State's finances than they do at present. My colleague, Mr. Logan, and I are always anxious to be of service to members in this regard and to gather any information that will be of assistance to them. As to the actual publication of accounts and the methods that have been suggested whereby this situation may be improved, I would rather not try to answer that at the moment, but will refer it to the right authority to see whether something can be done.

Mr. Jones talked about the fact that the Royal Perth Hospital was full to capacity, and he suggested that better advantage should be taken of country hospitals. The thought that immediately entered my mind was that if we could cut down the rate of accident and injury on the roads, perhaps the Royal Perth Hospital and a lot of other hospitals would not have as many patients as they have. The Government is very conscious of this and is trying to do everything it can to educate the people into a better sense of responsibility on the roads so that they will not injure themselves to the same extent as they do at present, or at least to the same extent as some of them do at present.

Mr. Watson mentioned that the Attorneys-General are meeting in Perth in the next couple of days. I am very glad that you, Mr. President, recognised the presence of one of my colleagues in the person of Mr. Fagan, the Attorney-General from Tasmania. The two matters referred to by Mr. Watson I will have a look at.

I would suggest to Mr. Lavery that he could refer to the department concerned the problems he raised about the crosswalks and the difficulties of traffic signs in the area at Rockingham; but if he wants any assistance from me I will be glad to help him.

The Hon. F. R. H. Lavery: I think the one at Hollywood has reached the stage where it needs someone higher than the department to take a hand.

The Hon. A. F. GRIFFITH: I cannot help but make some passing reference to the comment made by Mrs. Hutchison in respect of unemployment. The unemployment rate in Australia, generally, at present, I would like to tell the honourable member, but feel she knows, is on a very good level indeed.

The Hon. R. F. Hutchison: Unemployment is never on a good level.

The Hon. A. F. GRIFFITH: So far as Western Australia is concerned the unemployment level at the moment is 1.8 per cent. Just how much better than this we can get, I am not quite sure. I believe that in Victoria at present it is a little better than that, but we have to face the fact that some of the people unemployed in this State are, of course, unemployable and are naturally included in the percentage I have just quoted.

With respect to the remarks made by Mr. Baxter, I understand the Public Works Department does watch the contracts it lets out and that it does not let contracts out to people whom it regards as unsatisfactory. The State Housing Commission watches this sort of thing too.

It is not a bit of use giving a contract to a man for a sum which appears to be very low, if grave doubts are held about the ability of that man to carry out the contract satisfactorily for the figure for which he tendered. The clause which states that the lowest tender will not necessarily be accepted is a protective one in case it is not desired to accept the lowest tender. In the case of the Housing Commission experience has taught us that there are people whom we can rely upon to complete a contract in accordance with their tender.

Concerning the reprinting of regulations, I do not know whether my interjection confused Mr. Baxter. At the present time there are two people working on the reform of Statutes, which is distinct from

work done in connection with new regulations. Mr. G. D. Clarkson is employed on the revision of the Western Australian Statutes and he is assisted by a permanent officer from the Crown Law Department.

I had something to say about this matter last year, when I placed Mr. Clarkson's first report on the Table of the House. As no adverse comment was made on the report I took it as the green light to go ahead with the second phase. I am hoping this session to present a Bill to Parliament which will repeal something like 300 Acts that are no longer regarded as being of value to the Statute book. This is regarded as the second phase. If the Bill is acceptable to both Houses of Parliament the work of law reform in this State will be well under way.

Concerning the reprinting of regulations, I was sorry to hear that there is delay in having them reprinted. I have always told the department that wherever possible it should reprint regulations as required as soon as possible. The answer I gave to the honourable member's question was not meant to be evasive. Frequently the Crown Law Department has to wait until a department requests a reprinting of regulations. I am sure members will appreciate that frequently when reprinting of regulations is completed they become outdated between the sessions of Parliament, because further amending regulations to the regulations in question are introduced from time to time.

It would be an almost impossible task to keep up to date with amended regulations; because, in addition to their being new and amending regulations, they are always subject to being disallowed in either this House or another House. However, I will consult with the Parliamentary Draftsman in an effort to get the situation improved.

The Hon. N. E. Baxter: There was a holdup between the department concerned and the Crown Law Department.

The Hon. A. F. GRIFFITH: Members will appreciate the enormous task faced by the Crown Law Department. Yesterday members were obliged to listen to me for about 20 minutes while I read almost four foolscap pages of documents that were laid on the Table of the House; and members also listened to Mr. Logan doing much the same thing. The first pile of documents on the Table of the House comprises regulations. I never cease to be surprised at the volume of regulations that departments can produce each year; and I feel certain that by the end of this present session the pile of documents will be much larger than it is at present. It indicates that we must look at this matter to see if the situation can be improved.



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

## CONTENTS

	Page
<b>ADDRESS-IN-REPLY : SECOND DAY—</b>	
Speaker on Motion—	
Mr. Hawke	90
<b>BREAKWATER AT ESPERANCE—</b>	
Information Regarding Contracts : Personal Explanation	90
<b>MEMBERS OF PARLIAMENT—</b>	
Attendance at Service of Intercession and Dedication	75

	Page
<b>QUESTIONS ON NOTICE—</b>	
Collier Pine Plantation—	
Acreage	86
Details of Projects	86
<b>Divisional Consultative Councils—</b>	
Attendance of Public and/or Press at Meetings	83
Release of Statements Arising from Deliberations	83
<b>Education : Cannington High School—</b>	
Consultation with Local Authority	87
Inspection by Public Health Department	87
Intake	87
Tender and Construction	87
<b>Egg Marketing Board Chairman : Dismissal of Mr. C. L. Harvey and Appointment of Successor</b>	85
<b>Electricity Supplies—Unread Meterage : Auditor-General's Remarks</b>	80
<b>Fertiliser Distribution : New System</b>	78
<b>Forests—</b>	
Crown Forests : Purpose of Dedication	85
Sawmill at Pemberton : Permissible and Actual Intake of Timber in the Round	85
Gascoyne Delta : Irrigable Soils Survey	82
Gascoyne-Lyons Catchment Area : Aerial Vegetation Survey	82
<b>Health—</b>	
Contraceptive Pills : Warnings Against Use	81
Drug Allergies : Wearing of Disks by Persons Affected	84
Lung Cancer : Information from X-ray Testing	83
<b>Housing—</b>	
Building Societies Granted Housing Funds : Directors, Principal Officers, and Amounts Received	76
Housing for Government Employees—Reports : Availability to Teachers' Union	83
Housing for Natives : Provision for Nomads and Casual Workers	78
Rental Homes in Derby : Cost of Building and Weekly Rental	80
Single Pensioner Cottages : Erection in Metropolitan and Country Areas	86
State Housing Commission—Largest Profit Year	88
Operation on Non-profit Basis and Reduction of Rentals	88
Mineral Sand Deposits : Surveys and Leases at Cheyne Bay	86
North-West Administrator's Residence—Contract Price, Air Conditioning, and Furnishing	80
Number of Squares and Weekly Rental	80
Tabling of Plans	80
North-West Ports : Allocation of Land to Oil Companies	82
Packaged Goods : Report on Standardisation and Marking	87
<b>Police—</b>	
Albany Police Station : Site and Commencement of New Building	86
Police Act : Prosecutions under Section 66	83