

Now I want to ask members: If in fact the company did that and sold timber at less than cost, could we ever expect people to buy it for any more than less than cost in the future? If it did sell it for less than cost, at whose expense did it do so? It embarked upon a cheeseparing policy of sacking as many men as it could. So what do we have? We have our priceless heritage which took thousands of years to establish, being sent to South-East Asia at the expense of employment in Pemberton.

Debate adjourned, on motion by Mr. W. A. Manning.

## ADJOURNMENT OF THE HOUSE: SPECIAL

MR. BRAND (Greenough—Premier)  
[10.51 p.m.]: I move—

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

Question put and passed.

*House adjourned at 10.52 p.m.*

# Legislative Council

Tuesday, the 18th August, 1964

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

## SUPPLY BILL, £26,500,000

### Assent

Message from the Governor received and read notifying assent to the Bill.

## QUESTIONS ON NOTICE

### WATER SUPPLY FOR MALLEE AREA

#### Bores

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

- (1) How many bores for water are there in the Mallee area?
- (2) When were they sunk?
- (3) What was the result of each in—
  - (a) depth;
  - (b) physical properties; and
  - (c) stock use properties?

#### Government-owned Dams

- (4) (a) How many Government-owned dams are in the area?
- (b) Where are they situated?
- (c) What are their sizes and capacity?
- (d) When were they excavated?
- (e) How many are functioning?

#### Deep Water Drilling Programme

- (5) Will the Government consider a deep water drilling programme for the Mallee area, using modern methods to bore for the water and testing of various horizons?
- (6) Is the Minister aware of the increasing demand for water in the Mallee area with the expansion of agriculture, and increasing stock numbers?

#### Goldfields Water Scheme Extension

- (7) Will the Minister consider extending the goldfields water scheme to as far as Scaddan, similar to the comprehensive scheme in other farming areas?

The Hon. A. F. GRIFFITH replied:

- (1) to (3) Unknown. There is no present requirement for bores to be reported and no census has been taken. In 1952 the Government put down 52 bores totalling 2,036 feet in an area situated between 15 and 30 miles north of Esperance. Depths ranged from 8 to 150 feet. The majority of them are 40 to 50 feet deep. They were drilled in decomposed granitic rocks and many bottomed in solid granite.
- (4) (a) 49.
- (b) In an area approximately 30 miles wide disposed symmetrically about the Norseman to Esperance road between Bromus and Scaddan.

- (c) Capacities range from 200,000 gallons to 900,000 gallons with the exception of storages at Salmon Gums and Bromus, which are respectively 3.8 and 2.35 million gallons capacity.
- (d) In the decade 1920 to 1930.
- (e) All are functioning.
- (5) A geologist is visiting Esperance area this month to examine urgent water problems there. The Government is giving consideration to the Mallee problems and proposes to conduct a regional geological survey of that area as soon as practicable. Depending on results of such geological survey, a decision on a drilling programme will be made.
- (6) Yes.
- (7) Extension of the goldfields water supply scheme to Scaddan would require enlargement of the Goldfields Water Supply main conduit and Coolgardie to Norseman pipe line and its extension a further 92 miles. In view of the cost of this undertaking both on capital expenditure and operating charges, it will be necessary for the settlers to rely on local surface and underground water supplies for some years to come.

### DALWALLINU HOSPITAL

#### *Expenditure on Works and Improvements*

2. The Hon. A. R. JONES asked the Minister for Local Government:

How much of the amount of £18,077 tendered for works and improvements to the Dalwallinu Hospital will be spent on—

- the new laundry;
- repairs to the kitchen block;
- repairs to the maternity block; and
- repairs to the old general ward block?

The Hon. L. A. LOGAN replied:

The contractor, E. S. Morrison, is the only person who can supply this information, and he has informed us that it would take a considerable time to split his tendered price into the sections for which the information is required.

### MENZIES-LEONORA ROAD

#### *Bituminising*

3. The Hon. D. P. DELLAR asked the Minister for Mines:

With reference to the reply to my question on the 11th August regarding the Menzies-Leonora

road, will the Minister inform the House why no sealing of the road was carried out in the 1963-64 year?

The Hon. A. F. GRIFFITH replied:

In the 1963-64 year sealing of the section of the Kalgoorlie-Wiluna road between Comet Vale and Menzies (19.8 miles) was completed. Work was not programmed for sealing of the Menzies-Leonora section.

### DRILLING FOR GOLD AND WATER

#### *Footages*

4. The Hon. J. J. GARRIGAN asked the Minister for Mines:

For the year ended the 30th June, 1964, will the Minister advise the footages drilled—

- By the Mines Department for gold?
- For gold on the pound for pound (£1) basis?
- By the Government for water?
- For water on the pound for pound (£1) basis?

The Hon. A. F. GRIFFITH replied:

- Nil.
- Nil.
- 27,136 feet.
- There is no practice of this nature in vogue.

### RAILWAY TRANSPORT

#### *Tonnages Carried between Coolgardie and Esperance*

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

- For the last five years what were the annual tonnages carried by the W.A.G.R. between Coolgardie and Esperance and on the return journey?
- What are the main items of tonnage each way?
- Is this portion of the line showing a profit?

The Hon. A. F. GRIFFITH replied:

- Tonnages in both directions for the five years ended the 30th June, 1964, as under—

Years	Total Tons (includes both forwarded and received traffic)
1959-60	144,687
1960-61	148,984
1961-62	166,751
1962-63	185,273
1963-64	195,067

- (2) The main items included in the above, are—

ores and minerals;  
fertilisers;  
wheat;  
oil in tank wagons.

(There will be a considerable decrease in the future in the ton-nages of fertilisers with the development of superphosphate manufacture at Esperance.)

- (3) No.

## ROAD BUSES: KALGOORLIE- ESPERANCE

### *Provision of Heating*

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

Owing to the very cold conditions existing during winter months on the road buses being used between Kalgoorlie and Esperance and return, will the Minister give consideration to the early installation of a heating device that will feed warm air through the buses concerned?

The Hon. A. F. GRIFFITH replied:  
Yes.

## ADDRESS-IN-REPLY: FIFTH DAY

### *Motion*

Debate resumed, from the 12th August, on the following motion by The Hon. J. G. Hislop:—

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

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

**THE HON. A. R. JONES** (Midland) [4.37 p.m.]: Might I say at the outset that when I secured the adjournment of the debate I never thought I would be expected to speak this afternoon. Be that as it may I would like, at this juncture, to express to the House my appreciation of the fact that members of both this House and of another Chamber have placed their confidence in me by a majority vote and have elected me to be their representative at the conference of the Parliamentary Association to be held in Jamaica in November.

I must say at the outset that I am very conscious of the honour conferred on me, and I assure members I will do my best to develop a full appreciation of the job ahead of me.

The Hon. G. Bennetts: We feel sure you will maintain the reputation of the House.

The Hon. A. R. JONES: As the honourable member has just said, I hope I am able to maintain the prestige of the Parliaments of Australia; and I trust I may return with an added knowledge of other parts of the world.

I was informed this afternoon that an around-the-world trip would be booked by plane, and after leaving the conference in Jamaica on the 22nd November it will be possible for me to return *via* Europe. I shall certainly take the opportunity of doing that. As I have indicated previously, I think it is essential for a member when he is travelling to try to appreciate all that he sees and to gain a knowledge of other parts of the world that might prove helpful to him on his return.

I have recently returned from a little run to Japan, and in keeping with my thoughts on the matter I would like to express some views of this trip. One of the things which struck me most forcibly was that although the traffic in Japan was congested and heavy, it was well controlled and the people had a wonderful appreciation of what was and what was not their right. In addition, they were tolerant, one of the other. That is something which we could well follow in this State, particularly as we are very concerned at the moment with the transport problem confronting us, and because there have been so many deaths on our roads in recent times.

It seems to me that we must adopt a policy of better educating our people in the ways of traffic and in the handling of motorcars. I do not think we should curtail speed limits to anything which is not reasonable, particularly on our open roads, but rather give people, and particularly young people, a better appreciation of the position, because they receive a license to drive a motorcar that will travel at 70, 80, 90, or 100 miles per hour. Their experience is very limited indeed when they first receive a license. All they have to do to acquire a license is drive a motorcar and know the rules of the road to the satisfaction of an examining constable or sergeant. I feel that is not sufficient, because at the tender age of 17 years they have not acquired the necessary experience to climb into a lethal vehicle—it must be called lethal when it can travel at the speeds I just mentioned—and know how to control it. In my opinion that is something about which we should take action.

In Japan, which I take as an illustration, the traffic is terrifically heavy. There are three lanes on most of the roadways and highways between different cities and towns, and they are absolutely filled. In the busy times of the day one car is not separated from another by more than a few inches on the side and a few feet back and front. Therefore it is surprising, considering how often I was in this intensive traffic—I was in, perhaps, 12 taxis a day—that in the 16 or 17 days I spent in Japan I saw only one accident. It struck me forcibly that these people have understanding and are reasonable; and when I say "reasonable", I mean they have the same traffic laws as we do—they give way to the right-hand side—but there seems to be an understanding, which is just as well because the traffic in Japan would not get away as it does if the drivers did not have it.

If a person was on my right-hand side and was just a little bit in front of me, he would feel it was his right to go on. They have a code; and by blowing the horn in a low-sounding tone each driver seems to know what the other is going to do. A driver there blows the horn four times and away he goes. The other chap would answer; and as the chap who had been given the privilege of proceeding went by, he would acknowledge his thanks by another toot on the horn.

It seems to me that they have a wonderful tolerance and understanding of each other; and if we could develop some of this tolerance and understanding in our approach to the subject here, we would be all the better for it. Another aspect struck me strongly; and I went to examine quite a few of these. I refer to learners' areas, which are established in all the fair-sized towns or cities. Three or four acres of land are developed into a road system which incorporates every type of road that one might encounter whilst driving on the roads in Japan; and when people apply to be taught, they have to put in a certain amount of time on this particular section. These learners' areas are authorised by the police and are overlooked by experienced teachers; and it is not until those wanting a driver's license have become very proficient that they have one granted to them.

This particular road section embodies every circumstance which one might come across in the general system of driving throughout the country; and I feel something of that nature should be established here. I know we have a set-up out at Mt. Lawley where the National Safety Council has its school, and something of this nature does prevail; but it is not a must for every person who desires a license. Therefore, I feel we should take notice of what I and others have seen in Japan and develop something whereby young people applying for a license can learn more than just the rules of the road and how to drive a car.

In Japan, after a certain number of weeks, it is incumbent for the learners to practise with six or seven cars on this section at the one time so that they will encounter, just as they would on the roads, traffic approaching from any angle. I feel we would go a long way towards improving our standard of driving and the understanding between one driver and another if we adopted something like this.

Another thing that struck me forcibly in Japan was the fact that many of the hundreds of thousands of paddy fields were slowly being engulfed by the building of factories; and, after making many inquiries as to how agriculture was treated in Japan, I ascertained that the Japanese Government is rather overlooking agriculture to the benefit of secondary industry. One can appreciate the reason for that when one realises there are so many millions of people for whom employment must be found, and secondary industry is being fostered rather than that country's primary industries.

Perhaps because I am an agriculturist and come from a country that is essentially one of primary agriculture, I consider that theirs is a wrong approach; but I feel that perhaps we are going to benefit in the long run, because Japan will have to get its rice and other food commodities from somewhere. Therefore, if it depletes its lands and reduces the number of paddy fields, some other country in the world must, of course, eventually supply that wanted edible. This left me with the thought that we should, to the utmost of our vigour, approach the growing of rice and the other crops which the people of Japan will need—and the people seem increasingly to favour our wheat products as well. Therefore, we can look forward to a market in that country, and we should pursue it at every opportunity so that it will become available to us.

As I said earlier, I was rather taken by surprise when I was called on to speak, as I was going to try to get somebody else to continue with the Address-in-Reply. However, I feel I have said sufficient to give the Minister associated with transport—our Minister for Transport and Police—some germ of thought as to what might be done regarding our difficulties and the horrible tragedies which are happening on our roads.

It has been suggested that we should decrease these tragedies by putting a limit on speeds applying on country roads. It has also been suggested that something be done with regard to city traffic, and that where the danger is not so great the speed might be increased. It would be wrong and foolish if we interfered with the overall speed limit on country roads, particularly where there are open roads. Dangerous stretches, such as roads which pass through townships, and up hills and around curves, could and should be limited.

It would be difficult to police speed limits on open country roads; and what would be the good of bringing in a law which could not be policed or which was not practicable? The Freeway now has a speed limit of 50 miles per hour, but there is no reason why that limit could not be increased to 60 miles per hour. There is no traffic coming into or crossing over the Freeway. It is ridiculous when one has to keep to a speed limit of 35 miles per hour on the stretch of road between the Narrows Bridge and the University, when one could well travel at 45 miles per hour, because here again there is no crossing traffic.

All these things should be considered and perhaps adopted. I would favour an overall increase of 5 miles per hour to make the speed limit 40 miles per hour. Anyone who travelled beyond that speed should suffer the consequences. Although the present speed limit is 35 miles per hour, a motorist is not prosecuted unless he travels over 40 miles per hour. It appears that people who travel at speeds up to 40 miles per hour are not troubled by the police; and I do not think they should be. With a good car that is not an excessive speed.

Nowhere during the last three months have I seen cars as old as some that I have seen on our roads. One approach to the safety angle would be a strict appraisal of vehicles for roadworthiness. If it entailed putting on more inspectors, then I would still be in favour of it. Some of the old jalopies that are seen on our roads are a disgrace. They represent an encumbrance to other traffic. They cannot accelerate quickly and they are the cause of traffic congestion.

A good deal more should be done towards banning these vehicles from our roads rather than allowing them to be licensed from one year to another. These cars might be in perfect condition mechanically, but they are incapable of much pick-up, or of maintaining their position in orderly fashion.

The Hon. F. R. H. Lavery: At least those old cars are paid for, whereas a lot of the new ones are not.

The Hon. A. R. JONES: One could elaborate on that interjection; but because of the present hire-purchase system—and not only this Government, but also other Governments, condone the system—we will continue to have new and second-hand cars not paid for. It is wrong to have a vehicle on the road that is not truly road-worthy or capable of taking its place in the general flow of traffic. I support the motion.

**THE HON. H. C. STRICKLAND** (North) [5.5 p.m.]: In supporting the motion, I propose to speak on three subjects that concern the North Province in particular,

and the State in general. The North Province covers a very large area and contains many industries that are common to other areas. The principal industry has, for many years, been the pastoral industry. Unfortunately it is suffering a decline which, from all appearances, is not being arrested. I am speaking of some stations in the Pilbara district which have been abandoned for several years; and this process is being continued. It is rather unfortunate because it means that the large numbers of sheep that used to be grazed on those properties no longer exist. There is an area in the Kimberley on which cattle are being grazed, and in this area the decline is capable of being arrested and the land regenerated. The area is, of course, on the upper Ord River where serious erosion has taken place over many years.

In a newspaper last May I saw a photograph of a drought-stricken area on the upper Ord River. The newspaper attributed the ravages of the area to the prevailing drought. That was incorrect. I saw this area in 1953 and 1954, and some of my colleagues saw it under similar conditions as far back as the 1920s. Yet the paper suggested that the erosion of the area was due to the dry season in the East Kimberley. It is a very extensive area covering thousands of square miles. The Vestey group of stations graze their sheep in the area. This area is one of several that has suffered a similar fate.

This Government is attempting to arrest the rot that has set in in that particular area by spending I don't know how much money. The estimate was somewhere in the region of a quarter of a million pounds a few years ago, but I think the actual amount will far exceed that estimate in the long run. It is time the Government took a realistic view of these areas, which have been deliberately eroded by leaseholders. The Government should refuse to renew their leases, if it has not already done so, until the country is regenerated. It should then call tenders for the areas to enable the taxpayers to receive something back for the expenditure which they have put into those parts through the good graces of this Government.

It is a pity to see such wide areas losing production. It is a pity to see the ones I mentioned in the Pilbara losing in production of wool. A man who raises sheep has to fence his property in order to carry on his business; but the cattleman, particularly in the Kimberley, carries on his business as nature allows it to be carried on; namely, by open-range breeding. Station owners who are producing wool in the Pilbara were, unfortunately, hit hard in the depression years; and as those who were on the fringe of the desert areas left, vermin began to encroach on the properties until they became a great menace. Lessees were unable to keep

their properties under improvement. One by one the paddocks have become unmanageable and sheep have become depleted. Because of vermin many stations have had to be abandoned.

I know that this Government, as well as previous Governments, has done much to try to overcome the problem, but it appears that more effort has to be made and more money set aside for the destruction of vermin in the sheep areas before those properties can become productive again. Vermin breed very rapidly and they move in ever closer to the occupied areas until they become a menace to those stations that remain.

I hope the Government will increase its efforts on behalf of the genuine settlers by providing more money for the destruction of vermin; because, as stations are abandoned, the area of country that is occupied by stations, and which is productive, is diminished, and eventually the industry might go by the board.

When speaking to the Address-in-Reply motion last year I proposed that the North Kimberley area, which at present is not eroded or overstocked, and is virtually unoccupied, would provide a great opportunity for an experiment in the settlement of the Christianised and civilised aborigines who were living on the two mission stations in the area; namely, Forest River and Kalumburu. The proposal was made in August last year, and the Government promised to look at a property that I said should be resumed and the lessee compensated for any improvements that he might have effected. It has taken just 12 months for an inspection to be made.

It is all very well reading in the Press about the wonderful development that is taking place in the north-west, but in reality this Government has not developed anything beyond projects that were started by previous Governments, I am referring to the Ord River scheme. When it takes twelve months to have a property inspected for pastoral purposes, and the Government decides that a lessee should be granted the lease of a property until the year 2008 instead of the year 1982, then I say the Government has been standing a little flatfooted in relation to that area—very flatfooted, as a matter of fact, because it has an assured rainfall and an assured water supply, and all it needs now is good graziers to take over the country. There are natives who are quite capable of running cattle stations under the supervision of either the missionaries or somebody delegated by the Department of Native Welfare.

So I hope the Government will not dilly dally for another year or two before it decides to take action in regard to that area, because it is by no means a small piece of land; it is a tract of 7,000,000 or 8,000,000

acres of surveyed pastoral land and, in my opinion, it is some of the best land in the Kimberleys, if not the best.

We were all very pleased to read of the discovery of oil, and particularly the improved oil flow on Barrow Island which was announced in the Press today. This means a great deal to Western Australia and to Australia as a whole. However, when one visualises the availability of both gas and oil in what I term one of the dead areas of our State—that is, the Pilbara area, of which I have been speaking as going backward so far as the pastoral industry is concerned—it is pleasing to know that there are quantities of oil and gas in that area which, more than probably, can be used for the development of the tremendous deposits of metalliferous ores located there. The biggest known quantities of iron ore lie, I would say, within 150 miles, as the crow flies, from Barrow Island. Goodness knows how many more gas or oil wells are likely to be found in the same area.

Further, there are available ready-made drilling sites in the form of small atolls and islands sprinkled all over the ocean from Rough Range to Point Samson, a distance of some 200 miles. Therefore, anything could be found in that locality, and I hope it is; and if it is gas, so much the better. If it happens that gas is found, it is much cheaper to pipe around the State than it is to pipe oil, I understand; and from what I read in one of these petroleum journals—which we all receive periodically—gas is piped from Alberta, Canada, some 2,500 miles to various Canadian centres. That is quite a distance. To bring it into perspective, this means that the Canadians, or the Americans who own Canadian gas wells, pipe the gas from the source of supply across Canada to Montreal. This means that gas could be piped from Darwin to Albany, almost.

The Hon. L. A. Logan: It is a distance of 2,000 miles, is it not?

The Hon. H. C. STRICKLAND: In the journal that I have read, their longest pipeline is 2,200 miles; and, as the crow flies, it would be about 2,000 miles from Darwin to Albany. The possibilities in the north in regard to the production of oil are extremely good. I am pleased—as is everybody else in Western Australia—to read of the improved gas flow at Barrow Island, but, as I have said before in this House, at the rate of discovery of oil we are all going to be very old men before a commercial oilfield comes to fruition.

In 1960 or 1961 I complained about the lack of effort on the part of those holding oil leases in Western Australia. At that time not one drill was working and, what is more, no-one could enter Western Australia to work one, unfortunately. The potential oilfields in this State are similar to many of the cattle areas in the north. By that I mean that large tracts of land are

held by lessees, and those desiring to prospect for oil are shut out. In regard to the search for oil in Western Australia we missed the bus completely, despite the fact that we had the first strike of flowing oil in Australia—at Rough Range, in 1953. There was a great clamour from potential oil explorers following that strike. They were all desirous of developing alongside the lease held by the Wapet company, which was successful in making the strike.

Governments, however, have to be fair, and the Government at that time decided to give the initial discoverer of oil further time to see if it would be successful in drilling another payable well. The discovery of oil, of course, gives a tremendous impetus to Western Australia. The money available, however, went where it could be accommodated. It went to Queensland, and the search for oil in that State now is very big business. There are 50 companies searching for oil in Queensland. Also, there are another 60 or 70 companies tied up with the supply of materials and so on.

The Hon. A. F. Griffith: Did I understand you to say there are 50 companies searching for oil in Queensland, or drilling for oil?

The Hon. H. C. STRICKLAND: Searching for oil. There are only two or three companies drilling for oil in Western Australia. I do not know how many are searching for oil, but I think the total is less than a score. The Minister can correct me if I am wrong, but I think the number is much less than a score.

Looking at facts and figures which, of course, do not lie in relation to these matters—because they are all taken from official Government sources—it is interesting to make comparisons in regard to expenditure on oil search. I would suggest that the Minister for Mines has no need to write these figures down, because they are printed in No. 81 of *Australia in Facts and Figures*, where they can be checked.

The Hon. A. F. Griffith: Thank you.

The Hon. H. C. STRICKLAND: According to the figures on oil drilling appearing on page 50 of this brochure, over the past two years Western Australia has been fourth on the list; that is, based on the annual footage drilled. The figures, for the years ended the 31st December, 1962, and 1963, are as follows:—

State	Wells Drilled	1962 Drilling	Annual Footage	Wells Drilled	1963 Drilling	Annual Footage
Queensland	38	8	237,315	82	9	432,909
New South Wales	9	3	34,031	18	4	70,800
Victoria	6	1	42,035	6	2	28,028
South Australia	5	2	40,838	11	2	65,923
Western Australia	9	2	38,400	8	4	41,423

So, as I have said, we have been left rather flat-footed in the race for the discovery of oil in commercial quantities. Of course, we have been left much further

behind in regard to expenditure. In respect of total expenditure on the search for oil, up to the end of 1962, Western Australia was just out in front.

At the end of 1962, £19,694,000 had been spent in Western Australia on the search for oil, and £18,137,000 had been spent in Queensland, so Western Australia had its head in front by approximately £1,500,000 at the end of 1962. At the conclusion of 1963, Western Australia had spent another £2,300,000, bringing the total expenditure to £22,000,000. Queensland, however, spent another £6,100,000 in the same period, bringing its total expenditure to £24,237,000. This year Queensland has budgeted for an expenditure of £10,000,000. The discovery of oil at Moonie some 18 months ago has given the search for oil in Australia tremendous impetus.

The complaint I made previously was that we were missing out on the subsidy that is being paid by the Commonwealth Government. I will now quote the figures on the Commonwealth subsidy paid to date, which are included in the figures I have just quoted. From 1957, when the subsidy first started, until 1961, Western Australia received £634,000, and Queensland received £923,000. In 1962, Western Australia received £329,000, and Queensland, £1,865,000. For the year ended the 31st December, 1963, Western Australia received £775,834, and Queensland, £2,560,410. What a tremendous difference! Since the subsidy started in 1957, Western Australia has received, in round figures, £1,750,000, and Queensland has received more than £5,250,000.

They are astounding figures. Just imagine some of these millions being spent in Western Australia! It would make a tremendous difference to this State, and it would relieve the Government of the problem of the 5,000-odd people who are unemployed. It would certainly do something to assist in that direction.

Western Australia is missing out very badly in the search for oil, only for the reason that willing searchers are unable to obtain a possible oil site. I believe the total area leased in Western Australia to oil companies far exceeds the area leased in Queensland; yet we have only two or three drills being used in the search for oil in the State. I hope the Minister will consider this aspect when he deals with the renewal of a large number of leases this year, if he has not already dealt with them. I hope he will do a little bargaining with the lessees.

The principal company engaged in oil search in Western Australia has been given a fair deal up to now. It has had 12 years of drilling, from 1953 to 1964. In that event the company has surely been given a fair deal in the search for oil. The Minister should be firm when he deals with the renewal of the very large number of leases which will come before

him this year. There would be a good opportunity for Western Australia to attract new capital. Let us have some real development in that area in our time.

The Hon. A. F. Griffith: In other words, you were not prepared as a Government to do that in 1953, but you want me to do it in 1964.

The Hon. H. C. STRICKLAND: Of course the Minister is absolutely wrong. From memory the Hawke Government, within 18 months to two years of the Rough Range oil discovery, was requested to renew the leases to Wapet. That Government did so, provided Wapet was prepared to release some of the land it held. That company released some of the land in the Bonaparte area, and since that time two holes have been drilled by another company.

The Hon. A. F. Griffith: That is right.

The Hon. H. C. STRICKLAND: I am giving the Minister a practical demonstration of what he can do for this State. The Minister should not say to Wapet, "You have been engaged in oil search, and have spent £20,000,000 since you have begun. Keep on drilling. No doubt you will find oil in the future." Let us not forget that over £2,000,000 of the money which the company has spent in oil search came from the taxpayers.

The Minister has a tremendous responsibility in view of the great mineral deposits which lie in the surrounding area. He can provide cheap power in the area and bring about development. No one can deny that such development can come about. If Wapet does not want some of the holes which it has drilled, and from which oil has flowed, I suggest the State take them over. The drill hole at Rough Range flowed at something like 3,000 gallons a day. That oil would be quite handy for use in State ships, and also in places halfway up the coast of Western Australia. I know the Minister would not be allowed to contemplate such a thing.

The Hon. A. F. Griffith: Do not be silly. What would the honourable member suggest be done with the dry holes which Wapet drilled around Rough Range No. 1 well?

The Hon. H. C. STRICKLAND: What I suggest should be done with the area around Rough Range is: let people who think there is oil to be found there come in. If I had any say, this area would not have lain idle in the last ten years, especially when there was a flow of oil from the first hole and for six weeks it burnt in the gully. I understand the flow did not diminish. I am sure there are many companies which would be only too pleased to commence operations in the area from that hole at Rough Range to Barrow Island, 100 miles in a direct northerly line.

The Hon. A. F. Griffith: With one hole showing oil, you think a pipeline should be built to Perth?

The Hon. H. C. STRICKLAND: Oil was found at Rough Range, at Meda, and at Yardarino, which is only a couple of hundred of miles from Perth. This indicates a long stream of oil, which stretches some 1,500 miles, from known locations where oil has been found.

The Hon. A. F. Griffith: I hope you're right.

The Hon. H. C. STRICKLAND: I know the Minister does not agree, but I am trying to help him. I am prepared to back him up. He can do a lot for the North Province and for this State by bringing in the tremendous expenditure used in the search for oil which Queensland has succeeded in bringing in. Western Australia should be getting its share of this expenditure.

I suggest the flow of gas from that area could be responsible for reopening some of the now abandoned goldfields in the Murchison, by providing a cheap form of power.

The Hon. A. F. Griffith: You refer to a gas flow. It could be better than oil in some places.

The Hon. H. C. STRICKLAND: We hope it is. We hope that oil is produced, and produced quickly. I say it is possible the gas flow could be the means of opening some of the abandoned goldfields. Gold was first discovered in this State in Halls Creek back in the 1880s. In those days there were no butchers or bakers within hundreds of miles of that centre. Since that time very good gold finds have been made in the Halls Creek area. Excellent goldfields in the Pilbara and Ashburton, and to a minor extent in the Gascoyne, have been developed.

Today, apart from one battery at Marble Bar in the centre of the North Province, and a small show working out from Mangaroon Station near Carnarvon, the production of gold in the North Province appears to be dead. I believe the production of gold throughout those areas could be revived with very little expenditure by the Commonwealth Government.

There are three ways in which the gold industry in Australia can be revived. Although Western Australia produces a bit over eight-tenths of the gold produced in Australia, it is suffering a decline in production. I shall read some figures to the Minister later on to save him the bother of taking them down. These can be found in the reports of the statistician.

To return to the necessity for more finance to be allocated to revive the gold industry, there are three ways in which this can be done. The most acceptable way is to lift the world price of gold, which has been fixed for the last 30 years. That



is very bad for the gold industry in Australia, and particularly in Western Australia.

There is a second means; that is, for the Reserve Bank, which buys all the gold minted in Australia, to increase the price. That bank has fixed the price of £15 12s. 6d. an ounce since 1954, and that price has applied for the past 10 years.

The third avenue by which gold production can be given a stimulus is to increase the gold subsidy. When we refer to the subsidy on gold, people imagine it costs a tremendous amount; in fact, it costs very little in comparison with the value of the gold produced.

I have worked out the figures in connection with gold production and the amount of subsidy paid. Last year the quantity of gold produced exceeded 800,000 ounces, while the subsidy paid amounted to £600,000. The subsidy works out at six-eighths of a pound per ounce; therefore the subsidy cost the Commonwealth Government 15s. an ounce. That is a very small subsidy for the Commonwealth to pay to a very important industry which employs large numbers of men.

When one examines the subsidies and bounties paid by the Commonwealth Government, one wonders why the Government is so paltry in respect of the subsidy on gold production. I have before me an extract from the *Commonwealth Year Book*, 1963, and under the heading of public finance on page 926, the amount of subsidies and bounties is shown.

In the dairying industry we find a consistent subsidy has been paid over five years amounting to £13,500,000. We find that wheat price stabilisation in 1961-62 was provided with a subsidy of £11,906,000. We find that the assistance given to goldmining amounted to only £659,000 for the same year. The largest amount of assistance given to gold production in the period from 1957 to 1962 was £898,000, which was paid in 1958-59.

When we look further down the list we find that copper is subsidised to a larger extent than gold. The subsidy paid on copper production in 1961-62 was £687,000, as compared with £659,000 on gold production for the same period. The amount of subsidy on sulphuric acid production was £1,009,000; on tractors £877,000; and on oil search £2,543,000. Last year the amount of assistance to oil search amounted to £5,500,000.

So we see that there are bounties of all descriptions, but the goldmining industry appears to be receiving much less than it deserves. After all, it produces a tremendous amount of wealth and it provides employment for an enormous number of people. Only the other day in Kalgoorlie the President of the Chamber of Mines, I think it was, said that the payroll was in the vicinity of £250,000 a month on the

Golden Mile. When we consider £250,000 a month is being paid to men directly employed on the mines, it means there is something like £3,000,000 a year paid, which is a lot of money to inject into Boulder and Kalgoorlie.

From what I understand of that gentleman's address, the goldmining industry is in a very precarious state because of rising costs and fixed prices on the product; therefore I think the Minister could have a good look at this lot to see what he can do in relation to the three sources of finance which can help goldmining, and also in relation to the State department itself—his own Mines Department.

There has been a very serious decline in the production of gold, particularly in recent years. In 1961 according to the *Quarterly Statistics Abstract* No. 392, in Western Australia there were 871,845 fine ounces of gold mined. In 1962 the quantity dropped to 859,368 ounces, and the following year, which was last year, the amount dropped to 800,212 ounces. The drop between 1961 and 1963 in value amounts to £1,100,000. Therefore there is a very serious state of affairs existing in the goldmining industry, generally. It is dead in the North Province and it is dying on the Golden Mile, which is the greatest goldmine in the world.

I inquired at the Mines Department today to see if I could obtain the figures for the first six months of this year in order to ascertain whether there was some revival, because there is one mine at least I was shown in Kalgoorlie in which new methods of transportation are being followed.

The Hon. A. F. Griffith: That is the Mt. Charlotte.

The Hon. H. C. STRICKLAND: Yes. I thought that perhaps the figures may have increased, but in the first six months of this year the figures were down compared with the same period last year. In the first six months of 1963 there were 397,336 ounces produced for a value of £6,211,361. In 1964 there were 340,673 ounces produced, a drop of over 57,000 ounces. The drop in value was nearly £1,000,000, the value received being £5,327,051.

These figures reveal that the President of the Chamber of Mines was quite correct in what he said: the goldmining industry is slipping into a precarious position; and something must be done, and done quickly, to revitalise it. It is astounding to think that the world price for gold can stand at one figure for 30 years and that the domestic price—the Australian price—can also stand at the same figure for 10 years, when we know that every other item or article has increased tremendously in price. We read of places like Gwalia closing; and that mine was assisted by the State Government over the years, no matter which party was in power. However, the

stage was reached where it was decided to close down, and several hundred people were thrown on to the labour market, so to speak. The same thing is occurring in Western Mining at Bullfinch. It has already occurred at Widgiemooltha. I was told in Coolgardie last week that Bayley's Reward was closed down recently, and that was the town where gold was first discovered in the eastern goldfields.

This is a pretty sad state of affairs. Whether the Government took it into consideration when it was planning the new railway, I do not know, but the town is being by-passed by the broad gauge railway. Whether the Government thinks it is dead or not, I am not quite certain. The people there are sure there is still plenty of life yet, and that the mine could be revived with very little assistance.

The Commonwealth subsidy for total production of gold in Western Australia up to date amounts to 15s. an ounce. I think it is time the Commonwealth Government lifted that bounty, even to the extent of doubling it. This would have the effect of setting large numbers of prospectors and companies on their feet.

The Hon. A. F. Griffith: It has closed down because the ore resources are giving out.

The Hon. G. Bennetts: And the rise in costs.

The Hon. H. C. STRICKLAND: The Minister tells us the value has stopped still, but I say the values can be lifted by increasing the price, or subsidising it.

The Hon. A. F. Griffith: Naturally.

The Hon. H. C. STRICKLAND: Either one way or the other. The dairy farmer—the man on the land—is subsidised almost from the day he is born till the day he dies, but the man digging in the dirt can go his own way. That is not right at all.

The Hon. L. A. Logan: More subsidy goes into the gold industry than into agriculture.

The Hon. H. C. STRICKLAND: The Minister does not seem to care whether goldfields are there or not.

The Hon. A. F. Griffith: That is not right.

The Hon. H. C. STRICKLAND: He does not appear to be much help to me in this matter.

The Hon. A. F. Griffith: It is not right to say that, and you know it is not.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. H. C. STRICKLAND: I would suggest that the Minister should not be left flat-footed again as he was in the case of the oil industry, and allow the mining industry to deteriorate to a stage where it will collapse.

The Hon. L. A. Logan: What is no taxation worth in subsidy on gold?

The Hon. H. C. STRICKLAND: It is in a very serious condition in Australia. The goldmining industry has earned a lot of money for Western Australia and it is very valuable in relation to overseas payments.

The Hon. A. F. Griffith: I know it suits your book to make it look as if this is all my fault.

The Hon. H. C. STRICKLAND: I am not blaming the Minister entirely, because it is the Government he represents which can be held responsible for a tremendous amount of blame—the same type of Government which holds the keynote in Canberra. I am not blaming the Minister personally. I know what Ministers have to do and I have had some experience. I know he cannot wave the magic wand.

The Hon. A. F. Griffith: That is right.

The Hon. H. C. STRICKLAND: But he should be able to rouse his mates into some sort of action to get things moving. The total value of mining and quarrying production in Western Australia in 1963 was £16,122,000 of which gold produced £12,500,000. That is an enormous amount. Gold minted here in Perth has been more than £482,000,000. That is also an enormous amount of money to go into the country. So I hope the Minister will look into these two items and give them all the attention possible; because both oil and gold, followed by what oil can do for our North Province, will mean a tremendous boost to Western Australia by which we will see some real development.

I feel as do a lot of other people, particularly in the north, that this Government is mesmerising itself with fantastic pictures of development in the north—the development on the Ord River with which I am in agreement, and the mythical development in relation to the huge quantities of iron ore to be sold overseas in the sweet by-and-by. We hear and read all the publicity, but when we look around we realise there is no activity, particularly in relation to the iron ore. However, the average man in the street, if he is asked about the development up there and the fact that the iron ore is being moved, says, "Oh, yes; there are millions and millions of tons of it all going to Japan." The publicity does have an effect upon those who do not know the true situation. However, in the north-west the people think more. They have more time to think and they have a good look around.

The Hon. A. F. Griffith: I hope they think more than is evidenced in some of the things you have said this afternoon.

The Hon. H. C. STRICKLAND: I know that the Minister hopes they will not think of me.

The Hon. A. F. Griffith: You are producing more gas than they are at Yarlarino.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. H. C. STRICKLAND: When one looks at the prospects one realises the Government has mesmerised itself with pictures of cotton, sugar, and great mountains of iron ore rolling away, and millions of pounds coming back into the country. It has lost sight of the basic things which would bring normal expenditure, and they are: the search for oil and the search and production of gold. To my mind nothing could be of more benefit to Western Australia than those two activities.

The Government was going to close Onslow. It sent a committee to the area, which saw it for the first time. The members of that committee said that the town should be shifted about 70 or 80 miles inland, with no thought at all for those with a home or a business there. The committee was going to wipe them out and send them to the bush. That is the type of scheme which the Government has in mind for the development of the north—wiping towns out. That is no way to develop the north. Onslow should be there forever, even as a tourist port; and who knows but that they might have oil in their backyard? No one has looked for it although it has been found each side of Onslow, and Onslow is in a direct line almost with two flowing oil wells.

So I say that the Government should have another look at this matter and think of the little people—the people who are prospecting in a small way. The Government should not be mesmerised by large companies and grant them great reservations which close out the small prospectors. Why, only the other day I was shown a letter in the corridor which was written by a prospector complaining about a big reservation being granted where he used to search for gold.

The Hon. A. F. Griffith: He told you the reservation was granted for gold?

The Hon. H. C. STRICKLAND: He has written a letter. He did not tell me; I saw the letter.

The Hon. A. F. Griffith: I would like to see it.

The Hon. H. C. STRICKLAND: No doubt it will be forwarded to you. The member concerned will get in touch with you; that is why the prospector wrote to him.

The Hon. A. F. Griffith: In respect of gold?

The Hon. H. C. STRICKLAND: Yes. Recently I read a letter in one of our Western Australian papers—I am not sure which one—written by a prospector from the Halls Creek district. He complained about the same thing. His name was Mr. McNamara.

The Hon. A. F. Griffith: The reservation was for gold again?

The Hon. H. C. STRICKLAND: That miner has been there since 1950 that I know of, and was there before then. He wrote to the paper and complained about the reservation being granted; and he was unable to prospect the country. I do not know whether he was under a misapprehension or not.

The Hon. A. F. Griffith: Or whether you are under a misapprehension.

The Hon. H. C. STRICKLAND: The Minister indicates that he appears to be under a misapprehension. I hope the Minister will make a general statement in connection with this case. Undoubtedly, some prospectors are under a misapprehension. Those points I have raised are vital to the goldmining industry. With those few remarks I support the motion.

*Sitting suspended from 6.3 to 7.30 p.m.*

THE HON. G. C. MacKINNON (South-West) [7.30 p.m.]: It is difficult to realise, after such a beautiful day as we have had today, that it is only two short weeks ago so many towns in the south-west of this State were in dire peril from floods after a period of extremely heavy rain. As members are aware, during that week it was impossible for me or my colleague, the Assembly member for Bunbury, to get out of Bunbury and therefore we were in the middle of the flooding.

There are a few things arising from the flooding about which I would like to speak tonight. Floods, of course—and many members have seen them—are terrible things to be in; they are terrible things to see; and the damage they do and the inconvenience they cause is tremendous, more so on this occasion, probably, because of the appalling speed at which the floodwaters travelled.

There is no doubt that the area most affected is Collie. I was there on the Friday, not having been able to get there any earlier, and I would like to mention in more detail later on exactly what the position was. This, of course, was one of the first opportunities that the civil defence organisation had to show how it could operate and the value of the training that members of the organisation receive when they go to Mt. Macedon. In some areas the civil defence organisation has had a fair amount of difficulty in getting any support at all. The people who attended meetings were usually the few enthusiasts and, consequently, some districts had difficulty in getting enough people to fill the necessary positions. Naturally it is hoped—and I believe this will take place—that after these disasters people will realise the immense value of the organisation and it will get the support it so richly deserves.

The persons who took charge because of their training really did a magnificent job. It is always a risk at a time like

this to mention any names and, for that reason, I will mention as few as I can, because one is bound to miss some. One cannot keep in touch with all those who help in times of disaster, such as this, but there are a few it would be impossible for me not to mention in order to give any sort of picture of what happened.

In Bunbury, where I was closely associated with the disaster, the initial move was to rescue people and in that regard all those who had any knowledge of floods seemed to turn out and do their best to help. Once the levees on the banks of the Preston River broke the water swept across Bunbury with extreme rapidity, but fortunately not to a great depth. The most badly affected house in Bunbury would have been approximately three feet under water, which is enough to do a tremendous amount of damage. However, with the bulk of houses the water would have been just over the floor.

Members can imagine the terrific shock one would get when someone knocked at one's door in the middle of the night, or in the early hours of the morning and one, perhaps with some grumbling, put one's feet out of bed into four or five inches of icy cold water. That was really the first warning many of these people had; and what a terrific shock it must have been to them.

As with most calamities of this nature the initial process is one of straight-out rescue work without a great deal of organisation under top-level direction. People just rushed to help; and I think perhaps the most important lesson to be learned from these disasters is that a certain number of men and women have at all times to be strong enough to deny themselves the privilege of going out and doing what I think most people would like to do—that is to actually help in the rescue organisation.

The Hon. L. A. Logan: The physical side.

The Hon. G. C. MacKINNON: Yes, the physical side of it. At a time like this the administrative head must take immediate charge and place himself in a position where he can be contacted immediately for any decisions which have to be made.

There was one decision that had to be made, for instance. The lights went out at 1 o'clock; the power was still available, but that was the time the lights went out normally and so automatically, by virtue of a time switch, the lights went out at 1 o'clock. It took Les Clark about an hour and a half, or maybe a little longer, to get the lights back on again; because it took him that long to contact the right people to see what could be done. But the moment he contacted the right fellow the lights were on in a flash. This immediate response was obvious throughout the whole of that unhappy week.

One would ask any person in any position to do something and it would be done very quickly. Sometimes it was rather embarrassing. A call would be put over the radio station for 20 men, and 100 men would answer the call before they could be stopped. However, everybody took things in good part and did not seem to worry very much about that aspect. Not only individuals but also members of Government departments worked wonderfully well.

We were short of telephones in one section which was being run by one, Harry Bosisto. He was in charge of transport and rescue operations and he had organised a door-to-door canvass in a big area which was virtually a huge lake. He wanted a couple of telephones. The P.M.G.'s Department was contacted and asked about it. It took the officers in that department about 20 minutes, or half an hour at the outside, to install two telephones which, under normal circumstances, would probably have taken a week to do. The job was done literally before one could walk from the Council Chambers to the Tourist Bureau, where the organisation had its headquarters. Everything operated with amazing smoothness.

Fortunately there were several fellows there who had received considerable training with the C.M.F., and in times of emergency like this Army training is a wonderful standby. Training in organisation and the method of laying things out stood these chaps in great stead. Mrs. Hay, who handled the welfare work and the establishment of halls for meals, etc., found that her training at Mt. Macedon was of considerable benefit and she was able to handle everything expeditiously and with the absolute minimum of upset.

There was of course, as in any similar situation, bound to be a great deal of upset both physical and emotional; but it is interesting to note that early on the Tuesday morning the elderly people, who were extremely sad, were feeding the young children, who were sitting at a table about as large as the one on the floor of the House. The only bread they had available consisted of some currant buns because one baker had cooked a lot of them. It was obvious that the children thought the flood was turned on as a special picnic for their benefit. The resilience of children shows through on these occasions; but they have so little to lose.

When a person is reaching advanced years in life and so much of his or her happiness is tied up in the home it must be heartbreaking to see nice floor coverings, furniture, and that sort of thing, bought as a result of no end of sacrifice, covered with a slimy smelly substance.

On all occasions such as this there is a certain danger to health. Bunbury is a town which, as most members know, is quite flat. It is not sewered, and every

house in the town has a septic tank. There is no pan service there at all now and, of course, a septic tank cannot operate under a foot or two of water. The results were obvious. One had only to drive around the area and what one could not see one could smell. This danger was not great as long as the water flowed, and when I say that the water in the Collie River alone was flowing at a proven 20 knots members will have some idea of the terrific force of the water that was moving down. I would estimate the water running across the King Road would be travelling at anything up to 12 knots; and when water moves at that speed the health danger from effluent is not great.

The health officers there had foreseen the problem when the water stopped running, and they had chloride of lime available. Immediately the water pooled it was limed and at no time was there any grave risk to health, despite the obvious dangers in a town such as that.

When one realises the number of people who helped in a time like this it makes one proud of the Western Australian or the Australian people. I have no doubt that in times of adversity this sort of thing happens around the world; but it does make one proud to see people putting themselves out, going to no end of trouble, and doing all manner of things to make the way a little easier for those who have been inconvenienced or who have lost a great deal.

The spirit that prevails in times like this is absolutely staggering. People who have lost a tremendous amount have every reason to be extremely sad, but some seem to find something a little humorous in everything that happens. Maybe it is better to laugh when one has little else to do but cry. However, the spirit seems to shine through and a deep friendliness prevails that uplifts the whole atmosphere, and it is extremely delightful. It is probably the only thing that does sustain people in times of great adversity.

There was of course the usual run of humorous incidents, and some more embarrassing than humorous. People tell the story of Tom Booth, in Collie, who was trying to clean up his bakery. He was up to his armpits in water when the telephone rang and some lady complained bitterly that his delivery man had not delivered bread that morning. Knowing Tom Booth as I do, I have no doubt he was fairly forthright in his answer. But that is quite feasible. Many areas of these towns were not touched by floods, and it could have been possible to operate long into the second day without knowing there was any danger.

The value of decentralisation of certain aspects of various commercial activities was shown to a very marked extent in that area. We were fortunate in having a

number of firms engaged in heavy haulage—cartage of gravel, rock, and that sort of thing—with some decent-sized equipment in the way of bulldozers and front-end loaders. These people rallied to the flooded areas, and what would have happened without them I shudder to think.

On Thursday afternoon they moved 900 yards of rock in about 2½ hours to fill a few holes in the road and to repair the Picton Junction bridge. They cut out the opening in the plug in an hour or so with a bulldozer and a front-end loader, much to the satisfaction of a number of people in Bunbury who viewed the plug with a certain amount of abhorrence. As I say it was cut, and it eased the flooding in part of the area.

On Friday some of us went over to Collie, and heartbreaking as some of the sights in Bunbury had been they paled into insignificance when one saw the situation in Collie. Here again, as in Bunbury, the response from the various townspeople had been magnificent. Many of them had worked around the clock, as people do at a time like this. The unions had taken this week in lieu of their August holidays and they were standing by to carry out any work at a moment's notice. There were groups of men and women working in all sorts of places. I do not know how some of those who had been flooded ever got started again.

I would like members to visualise a house in which people have known there was some threat of flooding and, knowing that, have put their furniture on tables and so on to get it well out of the way. Previously at worst the water had come just in their house or up around the step. When they came back the next morning they found their furniture bobbing around in six feet of water. If members can visualise this they will see what I mean. No matter which way the current was flowing it deposited furniture and things in one sodden stinking heap in a corner of the room.

One of the first things which the flood-water washed out was a sewerage sump; and again members can imagine the position with the water bringing down all sorts of malodorous substances from the upper reaches, together with a whole heap of rubbish. Had I been faced with such a situation I would have waited until it had all dried out and burnt the lot. It must have been heartbreaking for those people. But what must have put heart into them were others appearing with buckets and mops and starting to scrub down the walls and that sort of thing. They gradually picked up heart as a result of all this. There were some hardy souls who started cleaning up with a view to beginning again.

One friend of mine told me that like all families they had their few arguments, but one thing that the floods had done was to bring them closer together than

they had been for years. They stood shoulder to shoulder as a family facing this calamity. He went on to say that that sort of feeling in a family is probably worth the loss of a few sticks of furniture. What he referred to as a few sticks of furniture comprised, among other things, an innerspring type of mattress and bed which would cost about £50, together with a lounge suite which looked new.

The stores looked a bit like what I imagine Petticoat Lane would look. There were articles hanging everywhere: on shelves, on clothes-hangers, and on anything on which something could be suspended. The wonderful spirit that prevailed was fantastic. They felt that they were all in it together and that they had to put their backs to the wall. It is possible that there might be a couple who were heartbroken, but they were taken aside and told to take it quietly and have a good old cry and everything would be cleaned up for them. It was not uncommon to see firewood being chopped, carted, and delivered to where it was required. All that sort of thing was going on while the heartbreak was forgotten for the time being.

I have no doubt that the tremendous loss will hit these people in a week or two after the floods, because the financial loss they have sustained has been fantastic. I saw where one shopkeeper had paddled his canoe in through a high window, about as high as those in this Chamber—it was about eight or nine feet from the floor—to salvage about £200 worth of radio valves. He tried to show me where his desk had been, but it was not in that room, it had floated over the eight-foot parapet into the next room.

If one is able to visualise what I am describing one will go part of the way towards appreciating the tremendous loss and damage that has been sustained. It is, however, essential that one see personally the tragedy that has occurred, for only then will one have a full idea of what has happened.

I mentioned the local transport people in the established industries—the heavy haulage people; but there is one other group I would particularly like to mention. I took the occasion to write to the State manager about the local radio station, which did a wonderful job in communications, and in keeping the people in touch with exactly what was going on.

It is natural that the damage caused was not confined to the towns. There are a number of farms which have lost a great deal through erosion. There are citrus orchards around Boyanup which have suffered considerable damage, and it will be some time before the full effect and value of this damage is assessed; if it is assessed at all in full. There are some people who can think of starting again,

in spite of their adversity and the damage caused; but when one loses two or three acres of his river bank there is not much that can be done about it. With the best will in the world the Government cannot replace that soil. It has gone, and that is all there is to it.

Not only was the local response excellent, but I also must commend the speedy response of all departments of the Government. On Thursday the first of the investigating committees visited Bunbury and Collie. Mr. Cann, Mr. Bryden, and Mr. Tregoweth had a quick and thorough look, so that they could be taken back that night by 7.30 to the heads of their departments and to the Premier to give some picture of what had happened. The next day the Lord Mayor and Mr. Soames were in Collie and Bunbury; and by Saturday morning Mr. Cann was back in Bunbury while Mr. Gabbedy was in Collie and Mr. Hewitt in Bunbury. The whole relief organisation was flowing most smoothly.

The Hon. A. F. Griffith: An officer of the Housing Commission was sent down to Bunbury.

The Hon. G. C. MacKINNON: That was Mr. Tregoweth. One of the top health men was sent down to Collie, and on Saturday morning a number of electricians were sent down to check the wiring in the houses, because these things were beyond the electricians in Collie, even though they did work alongside the others. There were certain problems when the water subsided, as it did again with surprising speed. A number of bridges had disappeared. The almost-new railway bridge at Picton Junction was badly damaged and part of it had gone; the almost new railway bridge at Roelands was destroyed; and the almost-new railway bridge at Brunswick Junction was badly damaged. Road bridges at Brunswick, Picton Junction, and all over the place were badly damaged. A remarkable feature was that many of the old pile bridges continue to stand. I do not know whether it was the weight of the water that kept them down, but it was surprising to see them continue to stand when the concrete railway bridge at Roelands had gone.

The Hon. G. Bennetts: It shows they were more substantial in those days.

The Hon. G. C. MacKINNON: The Roelands bridge is concrete over piles. There are 3 or 4 ft. iron girders which could act as a dam. I would like to comment on the speed with which repairs have been carried out. The programme calls for immediate repair of these bridges in a temporary fashion. They are driving three piles a day in at the Picton bridge, and it will have to be used at about 5 miles per hour. The Brunswick bridge has already been repaired, and the Roelands bridge has been pigged up—sleepers have been put together crisscross, and the girders put back into position.

There was a break in the line from Brunswick to Bunbury on the south run at Picton Junction, and the stuff from Perth had to be brought as far as Brunswick and then transported by road to Picton Junction if it had to go south or into Bunbury. Potatoes coming from the south had to be brought from Picton Junction, off-loaded into trucks and transported to Brunswick. When I went to Brunswick there were some 200 railway trucks in the yard. The way in which the railways had worked on this problem was worthy of the highest appreciation.

Every man in the Railways Department in that area, irrespective of whether he was a guard, a porter, apprentice, and so on, worked in the moving of cement, lime, etc. filling trucks that were shuttling backwards and forwards. They did this round the clock; and the way they worked was a credit to them. Not all were suited for this work, but jobs were found for all, and I am assured by the fellows who were in charge that the attitude and spirit of these men was wonderful.

The Hon. G. Bennetts: I am glad to hear the railway men get credit.

The Hon. G. C. MacKINNON: By Monday Brunswick was completely cleared of stock, and the matter should be well under control now because yesterday they had a trial run with a diesel coming from the south to Donnybrook and going across to Boyup on the Great Southern line and thence to Perth. This means that once they clear the 300 tons of potatoes that were coming into Picton Junction, all future traffic will be able to move round that way, and so eliminate the road shuttle service so far as produce for the Picton-Pemberton run is concerned. That will ease the work considerably; and only stuff coming into Bunbury will have to be transhipped on to these trucks and brought in this way.

The Railways Department handled all this with its own trucks, although I believe it did engage a couple of trucks for several special loads, and for a time engaged one private crane. However, for the rest, it handled everything on its own. This has been the pattern of events. Whether it be the Railways Department, the Main Roads Department, the P.M.G.'s Department, or the S.E.C., they all deserve great credit for the way in which they worked and got roads back into operation in some form or other. How the Main Roads Department knows where to start working, I do not know, because there must be roads that are in difficulty throughout the length and breadth of the State.

Provided one does not run too far off the edge of the road one can get through. Even now, one would bog extremely easily if one ran far off the road. I hope I have given some sort of a picture of how things looked in the middle of this calamity.

There are, of course, always a few lessons to be learned from situations such as this; and I have no doubt that Mr. Lonnie, as Director of Civil Emergency Service in this State will have collated most of those lessons, and will plan to do something about them. I would go so far as to suggest it is quite possible that most of the things were foreseen and planned for, but because this sort of calamity does not happen very often, people were not quite as enthusiastic as they should have been, and it was not possible to put those things into operation.

I am told that funds are not really short because of the Federal grants in 1963 of about £320,000 and of £330,000 in 1964-65. There is a fair amount of money available for specific expenditure for material required by the voluntary emergency organisation. I suppose one of the first lessons one can point to is that an early warning system in the case of sudden floods could give an early warning of the water that is coming down these rivers. Once we have an early warning system, we have a continuous information service which can advise the speed of the water at several points, and when it is likely to get from one point to another. In those circumstances it is possible to plan ahead.

There are certain things like walkie-talkie radios which would be extremely handy. Of course, anyone can sit down and make a list of equipment which it would be desirable to have. Another lesson learned very quickly in this sort of exercise is that there is a tendency to put a specialist into a specialist's job. A communications officer is required, so one tends to find that an engineer who has a knowledge of communications is employed in this work, when everything is being done on a theoretical basis. However, once the practical side is reached, it is found the engineer has a full-time job, anyway. He is far too busy in his own particular sphere to spend any time doing anything else. Local government officers fit into this category.

There are always local government problems, such as finding out if certain roads are available and whether they can be repaired. It is also necessary to get milk in, and flour with which to make bread. Perhaps a road can be fixed and the shire clerk and engineer have to go on to that job and are therefore unable to do anything else but their own job. Nevertheless, they tend to be given special jobs while everything is in a theoretical atmosphere, but once a practical application is required, these people are too busy with their own particular avocations.

I have no doubt a great number of these things have already been seen and noted by Civil Emergency and that a lot of them will be taken care of; and I am sure a wave of greater enthusiasm will bring people into the Civil Emergency Service.

So far as the general operation of this particular emergency went, it was very well run indeed. There was no loss of life; and to my certain knowledge no-one was hungry, and immediate distress was relieved. This applied right throughout, even in Harvey, where there was no immediate problem, but only a threat of great danger. It perhaps went even more smoothly there than in the other areas.

There is only one other matter which I wish to mention on this occasion, and it was highlighted yesterday with yet another collision on a railway level crossing. I noticed tonight that Mr. Lavery asked some questions which tended to highlight this particular tragedy; and what I want to say in this regard will be very brief indeed. It is just this: Once we reach a stage in any sort of development plan such as the lighting of crossings, it becomes almost imperative that the whole plan be completed forthwith. There are so many crossings now that have the safeguard of flashing lights that most of us have come to accept them, sail merrily along, and literally think that every crossing has lights on it. I maintain there are so many crossings now equipped with flashing lights that it is almost imperative that the rest of them should be so equipped. One is likely to go along a road where there are perhaps two or three crossings that are lit, and the fourth is not. This is particularly so when one travels a long distance.

One gets into a particular town, and for reasons of traffic density and so forth practically every crossing is equipped with flashing lights, and then one travels to another town and there will not be one railway crossing with a light on it, whether there is one train a day, or ten. One gets only one chance with a locomotive. Therefore it is a matter that should be closely examined; and I would like to impress on the committee—I suppose this will get to the committee in due course—and perhaps on the Treasury, because that is where the money comes from, that we have reached the stage where it is almost imperative that the rest of these crossings be fitted with lights, particularly as we have almost come to accept the fact that all railway crossings are lit. I know lights will not prevent accidents, because I noticed a semi-trailer was hit on a crossing equipped with lights; that is, if the television show is to be believed, and I have no doubt that it was correct.

The Hon. L. A. Logan: The lights were flashing.

The Hon. G. C. MacKINNON: Yes. It is difficult to understand how anyone can miss these lights, particularly when bells are ringing. I support the motion.

**THE HON. D. P. DELLAR** (North-East) (8.13 p.m.): Before I commence my speech on the Address-in-Reply I would like to congratulate Mr. MacKinnon on

the thoughts he has brought before the House this evening in regard to the floods down south. I congratulate him on the way he has outlined the hardships, and he may carry all the sympathy of the people from the goldfields back to those in the south.

The Hon. G. C. MacKinnon: Thank you.

The Hon. D. P. DELLAR: After listening to the Speech of His Excellency the Governor when opening Parliament, I was disappointed and discouraged to notice a sentence consisting of two lines dealing with one of the most important industries in Western Australia, if not Australia. I refer to the goldmining industry. This industry, last year, produced 802,589 fine ounces of gold at a value of £12,540,453. Surely this industry is worth more than a sentence consisting of a line and a half! I think there is something lacking somewhere.

I realise the Speech is compiled for the Governor by the Government, but there is something lacking somewhere on the part of the Government if the figures I have quoted are not worthy of more than a sentence of two lines.

I have before me the annual report of the Chamber of Mines. I should like to read a statement from Mr. Elvey, the president, on his re-election to that office. He stated as follows:—

In the coming year we will be faced with just as much work because the portents are that further burdens will be thrown on the industry and collectively we have to find some way of countering them.

That statement alone should have given this Government cause for concern. The Government should have taken more interest in the goldmining industry and more consideration should have been given to the industry in the Governor's Speech than the few words contained in it.

I congratulate Mr. Strickland for covering quite a lot of ground in connection with the mining industry in the course of his speech this evening. I heartily support each remark he made. There is little use in my going over the same ground, but I propose to cover some of the points mentioned. At the present time the goldmining industry is really battling. The only reason it is able to continue—and it is just existing—is because we are fortunate in Western Australia—and indeed throughout Australia—in having men, whose photos and names appear in this booklet, who continue fighting and working for the industry day and night. They are doing their best to work out something that will reduce the high costs and which will enable 4,901 men in the industry to continue working and to be employed.

That is a great achievement. The only reason that the industry has survived is because of those men whose names and



photographs appear in this booklet. It is high time that the Government took a special look at the industry, which is of vital importance to this State and to the country as a whole.

Goldfields members were fortunate the other day in being invited to take a look at a new mining project being undertaken by the Western Mining Company at the Mt. Charlotte mine in Kalgoorlie. When I read from my notes and point out what is going on in connection with this new project, members will not be surprised at my saying that we are fortunate in having those men whose names and photographs appear in this booklet working, worrying, and studying day and night about the gold-mining industry.

The Hon. A. F. Griffith: You will not forget that both Houses of Parliament adjourned so that you could pay that visit.

The Hon. D. P. DELLAR: The goldfields members were fortunate in being invited to inspect the project through the kindness of Mr. Ray Simpson, the General Superintendent of the Western Mining Corporation. The company has purchased a double boom drilling machine at a cost of £19,000. In addition, it has purchased two transloader machines at a cost of £16,000 each. Each machine carries six tons of dirt. The company is pouring back into the ground 600 tons of dry fill each day, and the work is being done by these machines. Members may correct me if I am wrong, but I think they shift about 1,200 tons each day—

The Hon. J. D. Teahan: They shift big tonnages.

The Hon. D. P. DELLAR: —plus another 600 tons of filling. The company has opened up the old workings and is developing them into a new mine.

The Hon. A. F. Griffith: The Mt. Charlotte mine has been there a long time.

The Hon. D. P. DELLAR: Yes; we all know that, but these men have worked out something to keep down the costs of production. Mr. Strickland referred to the closure of mines. Mining operations ceased at Great Western Consolidated, Bullfinch, on the 24th May, 1963. Gold Mines of Kalgoorlie, Coolgardie, ceased operations on the 18th June, 1963. The Eclipse Gold Mine, Mt. Magnet, ceased operations on the 24th October, 1963. Paris Gold Mines Pty. Ltd., Widgiemooltha, ceased operations on the 20th December, 1963. The Sons of Gwalia Mines Ltd., Gwalia, ceased operations on the 31st December, 1963. The Minister interjected during the course of Mr. Strickland's speech and said that the gold cut out. No such thing happened. The gold is still there.

The Hon. A. F. Griffith: I said that the ore body had reduced in value.

The Hon. D. P. DELLAR: The value of the ore bodies is still there but it is uneconomical to operate at present day costs. If the Western Mining Corporation had had this equipment a few years ago, some of the mines that have ceased operations would still be operating. Even the Wiluna mine would still be operating. It is simply that the ore grade is too low for the present price of gold.

The Hon. A. F. Griffith: What increase do you think would be necessary to make these mines paying concerns?

The Hon. D. P. DELLAR: A substantial increase would be necessary, but any assistance at all would be helpful. I do not wish to weary the House, but I could quote quite a lot from the words of the President of the Chamber of Mines which appear in this booklet. It is discouraging for the industry.

The Hon. A. F. Griffith: He didn't mean to discourage the industry. I was there when he delivered the speech and it was a very good one.

The Hon. D. P. DELLAR: I know. That is what am saying.

The Hon. A. F. Griffith: He did not intend to discourage the industry.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. D. P. DELLAR: He might not have intended to discourage the industry, but it is discouraging to read of mines closing down.

The Hon. A. F. Griffith: Disappointing.

The Hon. D. P. DELLAR: Disappointing—I shall use the Minister's expression. No one would deny that it is time the industry had some assistance. Where the industry is going to get it, I do not know, but I do know this: That it is an industry worthy of more consideration than it is getting, when it can produce 802,000 fine ounces of gold and can supply employment for 4,901 men.

I turn now to something that affects not only the goldmining industry but also the lower north in general. It affects pastoralists, prospectors, and others. I am referring to the attitude of the Government towards railways. It has been stated that the closing down of the Gwalia mine has killed Leonora. We know that it has made a difference, but it has not made a great deal of difference; not to the extent that the Government had to panic overnight and withdraw the railway service; particularly when the search for oil in the Warburton area was continuing.

Who knows what they are going to find? Yet overnight the people of the north-eastern goldfields had a service taken from them. I think that whoever was responsible was a little hasty. Surely the people who are still in the north country—the lower north, and the north-eastern goldfields—are still worthy of consideration. I

deplore the action of this Government in taking away that railway service overnight. They have one service a week. Surely they are entitled to more than that.

Admittedly we get all the excuses about the place, if we like to call them excuses. Those in authority say they are going to meet the position by road transport. That will be all right when suitable roads are there for road transport. I have been led to believe that the line between Leonora and Laverton that has not been operating for a few years now is to be removed; that the pulling up will take place in the near future.

Unfortunately I know—I have found the Act, because I searched until I did find it—that the Minister is within his rights in doing so. But once again I think he is a little hasty.

The Hon. A. F. Griffith: What did you find?

The Hon. D. P. DELLAR: That the Minister is within his rights in pulling up this line under Act No. 76 of 1960.

The Hon. L. A. Logan: Who closed the lines in the first place?

The Hon. D. P. DELLAR: We are living in 1964.

The Hon. L. A. Logan: Who closed them in the first place?

The Hon. D. P. DELLAR: No-one closed them; they were never closed; there was a ceasing of services.

The Hon. A. F. Griffith: Tell us what services ceased.

The Hon. R. Thompson: Don't you know?

The Hon. D. P. DELLAR: I am talking of 1964. If members want to go back a few years, they can do so; but I am not concerned with a few years ago, but with modern times.

The Hon. A. F. Griffith: You are also concerned with evading the point.

The Hon. D. P. DELLAR: My point is that I appeal to the Minister who is responsible to leave them there; to leave them alone. It is all right for the Minister for Mines to sit back and laugh his head off. He can do so if he wishes, but I appeal to the Minister for Railways to leave these lines, because at present we have this oil company out there; we have had a Swedish company there on geological surveys and aerial surveys, and who knows what it is going to find?

The Hon. A. F. Griffith: You still will not tell us when the services were discontinued.

The Hon. D. P. DELLAR: The Government is going to start laying rails up north. When the services, about which I am speaking, ceased operations, who knew that in another 10 years we would be laying lines up north? No-one knew. That is

why I make my appeal to the Minister. Who knows that in two years, six years, or 10 years' time the companies that are spending all the money in exploring the north might not find something? I think they will; I have confidence in them.

The lines are in quite good order. They are costing the Government nothing, but they are there in case anything does happen. I have hope and confidence that in the near future something will be found in the Laverton and Warburton districts; and while we have these people up there spending all this money, I appeal once more to the Minister to leave the lines alone. For several reasons, I say that. We have roads, as we call them, in the back country, but the roads are not up to a standard to justify the pulling out of the lines. The roads are just not there. Until we get an all-weather road, which is a black road, I think we should leave the lines alone, even if the trains are not running on them every second day of the week.

Quite a lot of work has been done on the roads there, but not quickly enough. Only yesterday I was going through loose soil up to the running boards on a main road; and we are still in winter. What is going to happen in the summertime? If we get an inch of rain right now the roads will be closed. So the Government is a little bit previous in pulling up these lines.

Another reason I appeal to the Minister is that there is £3,600,000 worth of wool coming from this area. Surely the pastoralists and the other people responsible for this revenue are entitled to some consideration. Until we have the service these people are entitled to, I say: "Leave everything alone in the back country; remove nothing. If anything, put something there. Put amenities there; encourage the people in those parts; they are worthy of it."

Only last week when I was speaking on the Supply Bill, I said something about the roads and I received from the Minister certain figures for which I thank him very much.

The Hon. A. F. Griffith: I wish you had been here in 1957; you would have been on our side.

The Hon. D. P. DELLAR: That is when I was dealing with the road from Wubin to Paynes Find.

The Hon. H. C. Strickland: You should have been here when the Liberal and Labor parties joined to close them up.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. D. P. DELLAR: I will stick to my argument. I am not concerned with what the Minister thinks about what happened 10 years ago; I am concerned with what happens in 1964.

The Hon. A. F. Griffith: Good for you.

The Hon. D. P. DELLAR: We want progress, and we will not get progress by looking back 10 years, irrespective of who was

in power. How are we going to get progress if we have people prepared to sit here and giggle about something that happened 10 years ago?

The Hon. A. F. Griffith: Don't be silly!

The Hon. D. P. DELLAR: I could be silly.

The Hon. A. F. Griffith: I know you could.

The Hon. F. D. Willmott: You are.

The Hon. F. R. H. Lavery: Be fair! Give the speaker a go.

The Hon. D. P. DELLAR: Thanks, Mr. Lavery, but I can look after myself. I repeat, I thank the Minister for Mines for providing me with the figures in respect of the road from Paynes Find to Wubin, and from Paynes Find to Mt. Magnet, and from Mt. Magnet to Meekatharra.

These figures make quite interesting reading; and the Main Roads Department has apparently done a good job. To my way of thinking, however, it has done it the wrong way about; that is, by going over and over it, until, for about 150 miles, we have a watercourse. The road from Wubin to Paynes Find is now in the worst condition it has been in during the memory of people living in the Mt. Magnet area. Just on 40 miles of the road are nearly impassable—not through potholes; not through rain; just through corrugations so deep that people can hardly drive over them. Twenty miles an hour is the most they can do. It may be said, "In order to get over the corrugations you have to do around 40 to 50 miles per hour." Now, we wonder why the death toll occurs on the outback roads—the fatalities and accidents. It is because the speed is there but the road is not there to take the speed.

This road at present is in a very bad way. I have read quite a lot about these road fatalities; and there have been so many of them in the metropolitan area and so many in the country. I quite agree that the accidents on the country roads are absolutely ridiculous; but they are still going on, and they will continue because the roads are not there to carry the motorist.

If we look through the list of names concerned in these fatalities, we find that 35 per cent. of them were city drivers. Those accidents occurred because the drivers were not used to the roads. City motorists are hemmed in around the metropolitan area with traffic inspectors on their wheel, and rightly so, and with speed limits of 35 to 40 miles per hour, and still rightly so; and when they get out on the straight road they say, "Here we go; she is a beauty." Because of their inexperience when going around a bend at the wrong camber, over they go. They do 70 to 80 miles per hour and come to a crest, and they stick to the centre of the road quite forgetting about what may be coming the other way. Then if they see someone coming, their

speed is too great for them to leave the centre of the road in order to avoid an accident.

One wonders why there is not more work of the right type done on these roads. There is only one thing to do, and I hope—because the main road grant, according to the Premier, is the greatest we have ever had—that we get it done this year; and that is, to form that road and put down the bitumen, and then we have the finished article. If we go back to the figures the Minister supplied me with, all that money did was to put a watercourse down the middle of the road and form corrugations.

Because of the wool that is coming from the north, the north-eastern goldfields, and the lower north—some £3,000,000 odd worth—I think it is time we gave consideration to providing roads to open up that country.

The Hon. A. F. Griffith: Have you been told that the Leonora line is going to be pulled up?

The Hon. D. P. DELLAR: The Leonora-Laverton line?

The Hon. A. F. Griffith: The line you were talking about?

The Hon. D. P. DELLAR: Yes—Leonora-Laverton.

The Hon. A. F. Griffith: Have you been told that this line is to be pulled up?

The Hon. D. P. DELLAR: That is what I am led to believe.

The Hon. A. F. Griffith: What about the Kalgoorlie-Leonora line?

The Hon. D. P. DELLAR: No, we still have a train running on that line once a week. I was condemning the Minister for cutting out the twice-weekly service.

The Hon. A. F. Griffith: Very well; we are not at cross purposes now.

The Hon. D. P. DELLAR: Apparently the Minister got a little tangled in regard to that, I would now like to touch on the anomaly that exists in the difference of 7s. 3d. a week between the basic wage for the metropolitan area and the South-West Land Division and other parts of the State. I am led to believe that the State basic wage is based mainly on the weekly rental that is paid by a wage earner, but I fail to see how the basic wage is based on that. In the Leonora, Mt. Magnet, Cue and other goldfields centres, tenants are paying anything from £4 6s. to £4 8s. a week for a State rental home. In those remote parts the houses are greatly inferior to those which are erected in the metropolitan area. It is a different type of house altogether. The Minister may know the name of this type of house, but I do not.

Despite the fact that they are inferior, the tenants are expected to pay up to £4 8s. a week for such homes, comprising four rooms, with the toilet erected in the backyard and, in some instances, the laundry also in the backyard. Some houses

have not even a tank on the property. The other day one of my constituents approached me on the question of a fence being erected around his State rental home. He has children and he is a little afraid they may wander on to the main road. Apparently he made an approach to the State Housing Commission and suggested that he erect a fence around his property at his own expense and the reply he got was that if he did so his rent would be increased by 7s. 6d. a week. If this is true, I think it is outrageous.

Here is a man who is trying to prevent his children from running on to the main road by erecting a fence at his own expense and he is told by the State Housing Commission that if he does so his rental will be increased by 7s. 6d. a week.

The Hon. A. F. Griffith: Instead of coming here and saying that you do not know whether this is true—and if the story is true it is pretty tough—why do you not make sure that it is true and get the answer before you accuse?

The Hon. D. P. DELLAR: I am inclined to believe it.

The Hon. A. F. Griffith: This gets down to tin-tacks now.

The Hon. D. P. DELLAR: I am inclined to believe the story in view of the treatment some of these people are getting, especially when they are paying £4 6s. or £4 8s. for a State rental home. I asked for the correspondence on this case and I hope to be able to produce it to the Minister at an early date.

The Hon. A. F. Griffith: Will you give me the name of this man privately after the House rises and I will look at his file for you?

The Hon. D. P. DELLAR: I hope the Minister will.

The Hon. A. F. Griffith: I said I will, if you give me his name.

The Hon. D. P. DELLAR: As I was saying, how this anomaly is created in regard to the basic wage for the metropolitan area, and that for the South-West Land Division and the goldfields, I fail to see. The difference is 7s. 3d. a week, and I do not know how it is arrived at.

We also have a big problem on the north-eastern goldfields owing to the lack of doctors at various centres, especially since the closure of the Sons of Gwalia mine. As most members are aware, Leonora, where there is a fairly large population, is without a doctor. Further, at Mt. Ida, 66 miles distant, there is a mine employing 120 men. Also, at Laverton there are people working for the shire, prospectors, pastoralists, and others. I take this opportunity of stating that the Medical Department is doing a pretty good job; that is, it is providing those people with medical facilities through the medium of the Flying Doctor Service. The

flying doctor visits Leonora every Wednesday, and at other times when his services are required.

The reason I have raised this matter is that I appreciate the services rendered by the Medical Department and the fact it is doing its best to procure a doctor for the Leonora district as soon as possible. However, I would like to mention that we, the people in the goldfields districts of Leonora, Laverton, Mt. Ida, and Menzies are very fortunate in having the services of two qualified sisters; namely, Sister Sadie, of Leonora, and Sister Crowley of Mt. Ida. These sisters are not only carrying on their work under difficulties, but are also doing a man-sized job by performing the work of a doctor. I therefore commend these nurses for the work they have done in looking after the population in those parts, which includes natives.

At present we have 300 natives in Laverton, and the matron there—I cannot recall her name—is also doing a marvellous job. We are, therefore, extremely fortunate in having the Medical Department supply us with the three ladies I have mentioned who cater so well for the needs of the sick in the goldfields areas.

**THE HON. R. F. HUTCHISON** (Suburban) [8.54 p.m.]: This evening I wish to speak on a few matters which concern me greatly, and I hope the Government will take some notice of the remarks I am about to express.

I had an interesting letter sent to me during the last few days on the subject of films shown on television. Members may recall that when I visited the United States recently I asked to see the heads of the television companies and, in doing so, I voiced the same complaint that is contained in this letter. I complained about the class of television films that we see in this State. I hope that by voicing the complaint in this House it will reach the proper quarter and achieve something. Attached to the letter is a newspaper cutting, and I am going to quote it to the House. It reads as follows:—

#### Fighting An Era of False Values

A H. Richardson, Perth: A major cause of young people's misdemeanours is that we have drifted into an era of false values.

For instance, glamour has become a prime object with everything from cars to women's underwear. Even the Wool Board has been spending thousands to tell women they can be "sultry" in wool.

Then there is the matter of what is fed into our minds. If dirt is constantly fed into a mind, the mind will become warped till it hardly knows right from wrong.

Films, magazines, plays and books play a big part in this onslaught. We have laws to protect our bodies from

contaminated food but there does not seem to be any effective law to protect the hungry minds of the young from contamination.

Thus we have an alarming increase in violence, crime and delinquency and disturbing statistics about schoolgirls. What can we do? We can live the way we want our children to live. We can fight for what is clean and right. We must convince business firms and others that people should come before profits.

We must recognise that unless we do these things the outlook for this country is bleak indeed.

The following is the letter which accompanied the cutting I have just quoted:—

Mrs. R. Hutchison, M.L.C.  
1093 Beaufort Street,  
Bedford Park.

Dear Mrs. Hutchison,

May I bring to your attention that, as well as many other parents, I am very worried about the programmes on TV, radio and films. We are concerned about the type of films showing violence, delinquency and generally low-grade screenings. Can you please advise us if there is a censor who screens these films before they are brought into this country, or are they permitted to be imported by the managers of the studios without jurisdiction.

We believe we have a right to better viewing, and not be forced to watch second-rate films. The profits from TVW are published in the newspapers, so we can only assume that the films are chosen for their low cost and not because of their entertainment value. The fact that TV licenses are to be raised makes this matter more irritating.

We also believe a lot of rubbishy "entertainment" shown is causing the bad influence the young people are showing today, their attitude and dress can be read about often in any newspapers, and we fail to see why our children of varying ages should be so strongly influenced by mainly the peculiarities exhibited by Americans. Doubtless American films exaggerate the American way of life, but our youngsters are too young and inexperienced to realise that, and consequently their dress, behaviour and speech has deteriorated alarmingly, as evidenced in publicity given to behaviour at Stomps, and they certainly appear to view the violence shown with amazing calm. Admittedly the youngsters who are carrying on in this way are in the minority, but will they always remain in the minority?

If overseas films must be imported, is it not possible to have more educational, instructional and happier entertainment?

We have read where the Public Librarian in Canberra has barred such happy and exciting books as "Noddy, Biggles and William" for the small children, but have not learned if there is a censor to bar such appalling films as mentioned. We would appreciate some advice from you if possible please.

That letter is signed by a panel of residents. When I was in the United States of America I asked the leading film men why such a poor class of television film was exhibited in Australia, and the answer I received was that profit was the factor that must be considered, and that was the reason why such films were exhibited in this country. I told them that the films I had seen whilst visiting the United States no more illustrated the mode of American life than the exploits of the Kelly gang exemplified the Australian way of life.

That is the difference. I found that the American people were as law-abiding as Australians; but the television films which are produced in America and sent for viewing in other countries present a wrong basis on which to judge the Americans, and that disturbs me.

I had a unique experience when a leading American film distributor advised me to see a film called "Hand in Hand." This was a British film, and it was very beautiful. He recommended it to me as a good film.

The Hon. G. Bennetts: There are one or two now showing in Perth which are good to see.

The Hon. R. F. HUTCHISON: In many ways the film industry is fast reaching an all-time low. Although I agree with the Minister on many things, in one respect I disagree with what the Government has done in connection with the Factories and Shops Bill which was passed during the last session of Parliament. I might have caused some surprise when I praised the Government for agreeing to appoint consumers' representatives on certain Government-appointed boards. Not only did the Government recognise that was the correct thing to do, but it also received the credit for doing so.

I now want to consider how the Government has carried out its promise to appoint consumers to these boards. Having provided in its Bill for the right thing to be done, the Government proceeded to cheat the public by appointing to the vacancies reserved for consumers' representatives, men whose loyalties lie with organisations that conflict with those of the consumers.

Let us take the Egg Marketing Board. The Minister for Agriculture appointed as the consumers' representative a gentleman who is not only a retail grocer, but also a member of the council of management of the Retail Grocers' Association. That association had pressed hard for its representative to be appointed on the board, and the Government acceded. No man can be loyal to two masters simultaneously. This person's appointment was welcomed by the retail grocers, in which sphere obviously both his living and loyalty lie.

No doubt the Government will claim that because a grocer sells eggs to the public he will look after the interests of the public. Such an argument is on a par with the argument that as a lion needs antelopes for its survival, therefore it will look after the interests of the antelopes.

In addition to the Egg Marketing Board, the appointment of a consumers' representative on the Dairy Products Marketing Board and on the Retail Traders' Advisory Board is provided for. These appointments are also filled by a gentleman who is, or was until his retirement, in the retail store business. These facts clearly show that the Government is bluffing the people. It passes through this Parliament legislation to bring about consumer representation on boards, and then quietly appoints to such vacancies men whose first loyalty is not to the consumers. As I see it, that is how the position stands today.

There is a sound adage that not only must justice be done, but that it must also appear to be done. In making these Government appointments, if justice has been done—which I deny—then it certainly does not appear to have been done. I hasten to add that I have absolutely nothing against the gentleman who has been appointed. I do not know him. I say that the first loyalty of these people, as a result of their life's work, cannot lie with the consumers, whose interests they are supposed to represent.

We have in this State a very active branch of the Australian Consumers' Association, an honorary ethical body representing consumer members. On the committee of this organisation, as on the committees and councils of similar bodies in the United Kingdom and America, no person may sit who is directly engaged as a principal in the manufacture, distribution, or sale of goods or commodities to, or in the rendering of service to, the public, or if he is directly engaged as a servant or agent in promoting the sales or uses of such goods or services.

That is in the constitution of that committee. These strict rules ensure that no member shall be appointed as the consumers' representative if he has a loyalty which clashes with his loyalty to the consumers. In both the United Kingdom and the U.S.A. the Government selects these

members to represent the consumers on such bodies as the Consumers' Council of Great Britain, and the President's advisory bodies on consumer affairs in the U.S.A. They are called into consultation with the Government as advisory bodies.

I ask the Government to undertake to fill the vacancies of the consumers' representatives on these boards with people—some of whom should be women—whose first loyalty should be to the consumer. In Western Australia there are men, and more particularly women, who are capable of representing the consumer properly on Government boards.

We have people who are eligible to sit on the honorary committees and councils of ethical consumer associations, such as the Australian Consumers' Association. When the Government makes those appointments, then justice will both be done, and will appear to be done. Until then I say that the Government is hoodwinking the consumers by only pretending to protect their interests. It is not protecting them at all.

I want to refer to some comments I made last year in regard to my constituency, when I put forward some worthy arguments. That was in respect of flooding in some districts. This year a catastrophe overtook Western Australia which overshadowed the flooding problems of the suburban districts, but I do not want it to be thought that the suburban districts are not suffering in this respect. In Halvorsen Road, Morley Park, flooding is very bad.

As a result of the challenge I made last year on this matter, certain drainage work has been done, and relief has been obtained in my constituency. I give the Minister and the Government full credit for this work. I want to point this out: Many home owners, after obtaining a block of land, experience tremendous difficulty in trying to get electricity and water supplies. I approached the Minister for Works in this regard, but evidently he could not see any way out of the difficulty.

Western Australia is rife with land speculators. Irrespective of which Government is in office, it is the duty of the Government to ensure that the lives of the people are not made intolerable by these worries when they are seeking to establish homes. This State has been house-hungry, and land-hungry since the last war. With the increasing population the least the Government can do is to pass legislation to prevent land agents from making millions out of land speculation. The price of land should not be at the level it has reached; it is beyond the resources of the working man to pay. The Government should ensure that all building land is serviced by roads, electricity and water, which are the three requisites of the existing standard of living.

The Hon. G. Bennetts: What about resuming this land and selling it to the people?

The Hon. R. F. HUTCHISON: I am referring to the way the land speculators have got hold of such land. I know what the Labor Party believes in, but big business seems to have Western Australia by the throat. No matter what the Minister tells me, the people in Western Australia are suffering. The actions of the land speculators have resulted in our gaols being filled. If we were to go to the basic reason, which I can illustrate by the cases I know, we would see how people are being driven to the wall, and eventually sent to gaol.

Subdivided land should not be permitted to be sold unless water and electricity are laid on, otherwise hardship and worry will be caused to the people who buy those blocks, especially young couples who are anxious to establish homes. It is the right of every young couple to establish a home, but when they find that neither water nor electricity is available after contracting to build, they are caused unnecessary hardship.

I have referred to the Morley Park district which is growing rapidly. On the one hand it is subjected to floods, and on the other it is lacking in water and electricity supplies. It is time the Government woke up and did something about this matter.

The Hon. F. R. H. Lavery: Many estate agents are selling land below water level.

The Hon. R. F. HUTCHISON: That is true. A piece of swampy land opposite my house has just been sold. An accident occurred there this morning when one car smashed into three others, because it was not able to dodge about 50 schoolchildren riding to school. There are four schools in that locality, and there is a fork road where the accident occurred. Children have to pass along that road on their way to school.

We have made a request through the parents and citizens' association for a street sign to be erected along that part of Beaufort Street, where the motorists seem to tear past before they realise they are beyond Beaufort Street. There is no sign to indicate that they are over the street. If an approach is made by a person, to someone in the department, he sends that person to somebody else.

I am interested to hear that the Government intends to introduce legislation to control debt collectors, and I congratulate the Government for that action.

The Hon. A. F. Griffith: That is a revelation!

The Hon. R. Thompson: In the first place this was suggested by a Labor member.

The Hon. R. F. HUTCHISON: Of all the impositions foisted on the people, the worst is the debt collector. I can go into

the details of cases of which I am aware. One can hardly believe that such cases could occur in this advanced age.

Take the Trade Protection Association: I suppose this association has its uses, but I do not know what they are. It publishes the *Trade Gazette* in which the names of all debtors for the week or month—the people who have been summonsed irrespective of their circumstances—appear. The Trade Protection Association does not seem to mind whether the inability of the debtors to meet their commitments was caused by hardship, death or any other factor.

As soon as the names of debtors appear in the *Trade Gazette* every creditor rushes in for his share. There might be a chance for some of these debtors to get out of their financial difficulties, if their cases were dealt with on the merits, but they are not. I am not excusing debtors who do nothing to meet their commitments. When, however, this trade gazette comes out, these people seem to take things into their own hands. They do not even find out if the information is true. I have followed these cases, and I know. They say, "I am sorry about that, but we cannot do anything about it."

I think there should be a penalty placed on an association that publishes a gazette containing wrong information—information about which it knows nothing really. The creditor—from a road board on—seems to be one who will shove on to the shoulders of another person work that he himself does not want to do or does not like to do. Those who have money owing to them—from doctors on—issue the summons and then the debt collector takes over. He is an individual who does not mind what he says. I can produce witnesses to verify anything I say.

One debt collector went to a place at five o'clock in the morning. The husband was away and the wife was at home, but she was not at all well. He wrecked her for the day. That sort of thing should not be allowed in our society. These people come at any time. I just heard a member laugh. It might be a laughing matter for members on the Government side, but it is not a laughing matter to me. I am faced with these cases, and I see these people.

The person about whom I began to speak had made arrangements about his affairs, but this man sent them down the sink. They should not be allowed to act as they do or to make the charges they make. There is the amount of the original debt as well as the court fees, including the post fee. I forgot to say that these people bring out the first *billet doux* and this is against the law because it is still on a blue form.

The Hon. A. F. Griffith: I am only trying to help. What is a "billy-do"?

The Hon. R. F. HUTCHISON: It is a piece of paper.

The Hon. A. F. Griffith: If you are referring to the Unauthorised Documents Act, we prosecute people.

The Hon. R. F. HUTCHISON: It is supposed to be a sweet note in French, but I mean it in the other sense.

The Hon. A. F. Griffith: We prosecuted a couple the other day.

The Hon. R. F. HUTCHISON: As I was saying, there are the court fees, the service fees, and the mileage. If there are 20 or more people in the same area, there is no reduction in the mileage fee. They are all charged 6s. or 9s.

The Hon. A. F. Griffith: Those fees are laid down in the Local Courts Act.

The Hon. R. F. HUTCHISON: Then it is time the Local Courts Act was altered. This is the same as other Acts. They are as stupid as can be. There was another instance. A summons was issued against a woman. She left her forwarding address, but they took no notice of this and sent the summons to her previous address. Finally it reached her at her new address, but she had another fee added to the summons. The court fees were charged, then the service fee, 5s., and mileage, 6s. Then, upon re-issue, the service was another 6s. plus another 9s. for mileage—an increase of 3s., although the distance was shorter. The extra cost came to £2 4s., on the one account. The people who are issued with the summons must be in some trouble or they would not be in debt, unless they were not the best type. The people about whom I speak are known to me and I know that they are not in that category.

There was another instance of real misfortune which was brought to my attention. A couple bought a war service home and I was told by them—and I believe it to be true—that when they bought the home they had to make up a second mortgage, and Sloans introduced them to a firm they recommended. This firm had two branches in the city and it obtained a certain advance by a buy-in of their furniture.

This couple had six children all under 10 years, so the husband borrowed some money from his parents and got his buy-in. He was a returned soldier from Greece and Crete. The firm did not explain too much to them and I have found out that the couple did not know what they were signing. Half the time I do not blame anyone but those concerned, but it does show what goes on and indicates that people should be educated in these matters.

When they moved into the house upon completion, they found that they could not make the repayments. It was just impossible, and then they discovered that they had two mortgages, so when the husband could not pay they did not wait very long. Sloans went broke, and they went broke, too. The bailiff came for a debt of £21, and for that debt a washing machine was taken, a washing machine which the lady had bought for £68. She must have struggled pretty hard to pay that amount with such a large family. Yet it was sold for £12 in the auction room. Because this was not sufficient to meet the debt, the bailiff then seized her electric frying pan. When the husband received his wages next day he paid £8 to get the frypan back and that satisfied that debt. However, the auction room charged 5s. for having the frypan there for two nights.

These are the things which are occurring. That woman has six children but has no washing machine now. I think that kind of action is terrible. One of the other bailiffs came twice and took all the furniture, and she is in such a state that there is no hope of her ever getting out of debt. That is the case. I am not prepared to go into any more detail about the husband or family but merely assure members that the facts are true. That couple is loaded with that house. I must say that the Housing Commission has been very understanding about it. I am trying to solve some of her problems, but I am pointing out the facts. She had a humicrib baby and it cost a lot of money. I rang the doctor and I must say in his favour that he withdrew the charge. All the debts were in the hands of debt collectors—the doctor, the hospital, and everything. There is no hope that they will ever get their money in the circumstances that exist now.

Debt collectors are ruining people. They are the greatest menace ever foisted on to society and we should introduce a Bill to abolish them before they do any more harm. They should be wiped out. I do not say that those who are owed money should not be able to obtain it, but we should at least bring a little humanity into the matter and not allow the drastic situations which do arise in our society.

I have met some of these debt collectors and I know the type they are. They are like stand-over men. They just take these things from homes without waiting to see if anything can be done in another way. I passed a house one day and the furniture was being put on to the footpath because the tenants were being evicted, but there was nothing I could do.

These bailiffs do not wait. They do not find out if they can get anything. I know of one case where a summons was left with



a child at the door. I found out afterwards that anyone over 16 years of age is able to take a summons. In this particular instance the husband was in the country and could not do a thing about the summons, but that did not stop the bailiff pushing the woman to the limit. It is about time these matters were aired here and something was done. I have every sympathy for men with their back to the wall.

We have an unhealthy economy at the moment because of the deadly influence the time payment is having. Everything is bought on time payment. Salesmen will go out and put a crown on your head to sell a thing. They will talk some people into buying anything whether they can afford it or not, and very often the subject of the sale is of inferior quality, but nothing can be done once the paper is signed. As I have said, half of those entering into these contracts do not know what they are signing, and this should not be allowed to continue. These people should be protected. I do not say that this is the case all the time. I know there are many intelligent people who know what they are signing, but in the majority of cases this is not so.

We seem to have a buoyant economy and yet these things are occurring. I believe that a great percentage of the petty thieving and crime which exists is the result of this kind of thing.

I now desire to speak about working mothers. We read in the paper that women should not work, but should be in the home with their children. I have mothers as neighbours who find it necessary to work to obtain those commodities which were once regarded as luxuries, but which are now considered necessities. A refrigerator is in this category. We cannot live with the modern type of food, including the frozen food, without a refrigerator. A refrigerator is a necessity for the ordinary family, but refrigerators are very expensive. Most of the women I know are out working for those things which are necessary in a home and which cannot possibly be bought on the husband's wages. We hear the argument in the arbitration court about a rise in wages. Immediately there is a 5s. or £1 rise in wages, commodities go up. The business fraternity sees to that. I call them sharks because of what they do to people.

Many working mothers still look after their families. It is not true to say that children are neglected because the mothers work. I am not going to say that that applies to all mothers, but it does to the majority; and I am sure that if a census were taken, this would be found to be the case. It is more the drinking that is responsible for neglected children. Hotels contribute more to the loss of home life than do working mothers who are working for the benefit of their children.

The Hon. G. Bennetts: I know of three homes which broke up last week because the wives were working.

The Hon. R. F. HUTCHISON: The following was an article which appeared in the Press:—

The big increase in the number of working mothers had meant extra work for the policewoman who dealt mainly with children up to the age of 18 years and women.

About 90 per cent. of the girls who became involved with the police had working mothers.

I say that it is not because mothers are working that girls are getting into trouble, but because of the advertisements which are a call to youth. An instance of this is the Beatlemanias which is being experienced today. It mostly originates in America, as I realised when I was there. The advertising over there just wrecks people and is beyond common sense. The article continues—

Constable Russell said about 12 cases of breaking and entering of shops and homes in one area over a period of months had been thought by the C.I.B. to be the work of master criminals.

The culprits were four boys up to the age of 12 years, whose mother was regularly out when they came home from school.

That does not condemn working mothers. The mothers might be out, but not necessarily working. To continue—

The history of hardened criminals could nearly always be traced back to childhood neglect by parents—particularly in the mental and moral fields.

She urged the junior farmer girls to consider police work as a career.

Constable Russell said the work of a policewoman, which she had been doing for six years was interesting and challenging. It had moments of sadness and disillusionment but there was also humour.

Most of the State's 15 policewomen had been trained as nurses. The others had taken first-aid and home-nursing courses.

To continue—

It is the daily struggle against economic odds which still stalks the wage-earner at the low level where a family has to be supported. The mother usually takes the brunt in the home.

She does, because the woman who works does a double job; and she does not work for fun. This is a letter which appeared among the letters to the editor of *The West Australian*. It interested me greatly. It is headed, "Exploitation of the Adolescent Group" and goes on to state—

Dr. Buttsworth's letter about educating parents for their children's misdemeanours against society must raise the wrath of many parents.

The average parent of modern means cannot hope to compete against the high-pressure salesman whose sole aim is to please the teenager.

Many parents' problems do not start till their children's adolescence begins and that is where the boarding schools really show their worth.

They educate the youngsters their way, with no outside influences such as are met in the average home. Each day is planned and in those difficult years between 13 and 19 the growing child is firmly and fairly led.

That is all right for those who can afford to send their children to boarding schools. The letter goes on—

The home-type adolescent is governed by his or her whims, not the parents'. I am referring to the type who no longer wish to stay at school and better themselves because:

(a) John or Mary down the street has just bought a good secondhand car or a new radio and has a lush job.

(b) He or she is weary of home routine and craves a bit of excitement.

(c) His or her parents are old-fashioned and real squares because they cannot stand the cacophony of guitars from breakfast-time to lights-out and the outrageous fashions.

(d) He and she feel secure with their own gang because their leaders know all the angles.

No, doctor, you can blame a few rich parents for the way their children grow up, but as regards the average parent I believe that though he tries his best for his offspring he cannot fight the wholesale commercialised glorification of today's teenager.

Substitute "teenager" with the not-so-glamorous word "adolescent" and half your social problems would be solved.

Blame commercial firms for today's adolescent misfits, not the parent.

I would go half way with the writer of that letter, but there is a lot of truth in it. Many of the troubles are caused because of advertising and the money adolescents earn. Frequently it is because of this that the parental control breaks down and it is not always the fault of the parents, and certainly not always the fault of working mothers.

There are some women who are much happier working. I do not agree with anyone who neglects tiny children, or small children, but in homes where the children are grown a working mother can provide things for the home that it would be impossible for her to provide if she were not working. Many of them are happier working because they know that what they can buy makes their children and the others in the home happier, and

they can live a better life. I know of one woman personally who has progressed from sickness to health because she is working. She suffered badly with asthma, and when her children grew old enough she decided to go to work. While the children were at home she looked after them very well, and I have seen that woman progress to health. Neither she nor her family is worse off because she is working; they are both better off.

I would now like to say something about fire hazards. A new law has been passed under which the city council can send inspectors around to inspect properties to make sure that they are free of fire hazards. I have no quarrel with that principle, but I strongly object to the way it is being carried out. I would like to cite a case that I know of personally. The inspector came on to the property concerned and the owner, a woman, was told that there was a fire hazard on the place. There was a lot of growth around it on three or four blocks that were adjacent to it.

Unfortunately at that particular time there was a heat wave and people were not allowed to burn until approval was given. In this instance the inspector came out at that particular time and the woman was out. He left no note. She went to business next day and when she came home she found a bulldozer had been on to her property. Had the bulldozer driver carried out only sufficient work to ensure that there was no fire hazard I would have had no quarrel with what he did, but he went in and bulldozed this woman's shrubs and trees. He circled the house in a big waving circle, although around the fence had been cleared to a distance of three feet. Then the authorities sent the woman concerned a bill for £8 for doing the work of destroying her shrubs and trees.

That is a shocking thing and is only one of the cases I have heard of. I followed this one up because I was particularly interested in it. Outside of this house there is a big square of country which belongs to the city council, and that is by far the biggest fire hazard in the district. If that area had caught fire it would have caused a great deal of trouble. The lady concerned was very upset about the matter and so she paid the bill at £1 a month. She could have paid it in a lump sum but she was so rebellious about it, and so indignant that she paid it at a rate of only £1 a month. I met one of the inspectors out there and he told me that the fire risk had been far worse than it was when we were there. However, even if it had been worse, there was no need for the bulldozer driver or the authority concerned to do what they did.

I also went to the Fire Brigades Board and one of the board's inspectors came out to see the property. He told me that there

had been a hazard and I said, "I am not arguing that point, but you have no right to come on to private property and do what you did." Surely an owner has some rights! Surely if something like this is done it must be for a good reason, but in this case the work that was done did no good at all. It appears to me that the authorities concerned have these bulldozer drivers under some sort of contract, and the travelling time, etc., has to be paid for. In my view it is something that needs to be investigated and cleaned up properly because it is nothing but a racket. If any member wants to hear of other cases I can produce them, but I went into this one thoroughly because it concerns my own sister. That is what happened to her, and I think it is interfering with a citizen's rights.

I was away at the time it happened otherwise I would have done something straightaway. However, I did go into the matter when I came back. I know this sort of thing goes on because on the block next door to me, which has now been sold and is to be used for a building, I used to burn my rose cuttings. I realise that during a heat wave it is not possible to set fire to any cuttings or grass and one has to wait for authority to burn. However, I think this is a matter which should be looked at and something should be done about it.

Now I come to a subject in which I am very interested. I mentioned this subject when I spoke on the Supply Bill, and I refer to the rise in university fees. If ever I was hostile about something I am hostile about the increase in these fees. I watched the television show the other night and I heard Dr. Sir Alex Reid and the other gentlemen talking about it. They did not convince me one bit that the increase is justified. The ordinary person is being deliberately priced out of a university education. He has not got a hope! I have said before, and I repeat it: intelligence is something that is bestowed on the human race quite impartially. There are clever men and women, and there are dull men and women. What we want in this atomic age are people with intelligence; and when it is bestowed on a person he should be allowed to develop it for the good of the country, irrespective of whether he has £1 or £1,000,000. It is not a question of how many people a country has but of the use to which the intelligence of the people is put.

Things are becoming more and more difficult and there is even talk of another world war. It makes my blood run cold to think that we have not reached the stage where we have sufficient intelligence to be able to exist without war and to realise what human life is worth.

We cry over people killed in car accidents; we grieve if we lose a relation or a friend through an accident in ordinary civil life. Yet we are asked to send the

flower of our manhood to war to be butchered. But what for? Nothing. I have seen two wars and I think it is terrible to be talking of another one. There is all this nonsense that is talked about upholding this and upholding that; it is about time we got down to using a bit of commonsense. I have some notes here which I would like to read because I believe education should be one of the first items considered in Government spending. I quote—

#### The Fee Rise

Both the Commonwealth and State Governments provide substantial sums of money to Australian Universities.

The Commonwealth Government grant for recurrent expenditure at the University of Western Australia in 1965 has been fixed by the Universities (Financial Assistance) Act, 1963, at £878,000. To attract this, State Government and University sources must provide £1,625,000. Allowing for a 9 per cent. increase in enrolment figures, the income from student fees at 1964 rates would be £373,000. If "standard" rates (the hypothetical average fee paid by students at the Universities of Sydney and Melbourne) were charged, the income would be £490,000. The State Government has indicated that although it has contributed substantial sums in the past to make up the difference arising from fees being lower than the "standard," the University should be attempting to reduce the difference. An increase of 15 per cent. in fees would raise them from 76 per cent. to 87 per cent. of the "standard" and reduce the State to bridge the gap from £117,000 to Government's contribution necessary £61,000. The extra amount paid in 1963 was £108,000. This increase will mean that the most common fee paid by a student will be increased from £108 to £120.

Under this arrangement, it is anticipated the State Government will provide £1,196,000 of the £1,625,000 required for recurrent expenditure in 1965 to attract the Commonwealth Grant. In addition, under schemes approved by the Australian Universities Commission, the State Government will also provide during the three-year period from 1964 to 1966 some £960,500 for colleges and halls of residence. The Commonwealth Government will make identical contributions for buildings and research and a moiety contribution for colleges and halls of residence.

#### Comments

*General.*—Statistically, the Commonwealth and State contributions are enormous. It thus becomes very difficult to say with conviction that

the State Government is not fulfilling its obligation to provide free public education for the people of Western Australia. However, that maxim, which has been accepted for so long has not been unceremoniously buried.

Why should there be any distinction between primary and secondary and tertiary education? The former are completely free; yet the stage has now been reached where to attend a University a student must be wealthy in his own right, or have considerable financial support from other sources. Similarly, the onus is shifted from the State to the Commonwealth Government, which has been assuming an ever-increasing control over education through its control of Federal fiscal policy. The effect has been to impose a tightening requirement of uniformity of structure and facilities in Australian Universities. The University of Western Australia hailed at its foundation, and for more than forty years thereafter, as the only free University in the world, and jealously preserved as such by Senate, Staff and students during that period, has thus lost any originality of purpose.

*Assessment of Fees.*—The arrangements under which the University receives Government grants are not a practical means for assessing the fees that students should be expected to pay and more especially, the capacity of students to pay those fees. The complex of Australian University Commission and Grants Commission policies pinpoint the sums which the University can hope to receive and, because of that, pinpoint the amount the University must derive from students' fees. Amongst these policies are several undesirable features.

The University is working towards what is known as the "standard" fee, which is calculated from fees paid by students at the Universities of Sydney and Melbourne. In 1965, the University of Western Australia fees will be fixed at 87% of that "standard". The result of this is that what a Western Australian student will pay for his tuition depends firstly upon the efficiency of the Administrations in those Universities, and secondly, upon the policy of the Council of the University of Melbourne and the Senate of the University of Sydney. Neither the University of Western Australia nor the State Government has any real control over either of these matters. In 1964 the average fee at the University of Western Australia was £111; at the University of Melbourne it was £114 and at Sydney, £132. There is, therefore, not much difference between Melbourne and W.A. fees at all but there is a wide margin between Sydney and Melbourne. In fact, it

only requires a 5.5% increase in fees at the University of W.A. for them to equal those at the University of Melbourne. However, because of the "standard" fee system, an increase of 15% will be effected. The effect of the "standard" fee system, then, is that students of this University must eventually pay fees not only equal to those at the University of Melbourne and the University of Sydney, but because of the large difference between the two, fees that are higher than those at the University of Melbourne.

*Effect of Enrolments.*—The introduction of significant increases in tuition charges has had drastic effects upon University enrolments. The 1961 figures are a classic demonstration and the very dramatic drop in enrolment figures at the commencement of that year cannot be attributed to any significant degree, even considering the economic recession the country was about to undergo, to anything but the introduction of substantial compulsory fees. This year, while there is only a 15% increase on 1964 fees, this constitutes a 25% increase on the fees in 1963. In 1963 a 40% increase was approved. The result is that between 1963 and 1965 there will have been a 65% increase in student tuition charges.

One example of the effect is in the comparison of the figures for enrolments and for matriculation. In the 1963 examinations there was a 33.4% increase in the number of matriculants, which is a very significant rise. However, there was a drop of 13 in the University's first admission figures from 976 to 963. The number is still below the 1960 figure of 991. Other Universities have a steady rise. It has previously been found statistically satisfactory to compare increase in numbers of 18-year-olds in the community to the rise in University enrolments, but of late this has not kept pace.

*Effect on the Individual Student.*—Sixty-six per cent. of students have some financial assistance. This, however, is a misleading statement. This figure includes an increasing number of post-graduate students, almost all of whom receive benefits of a substantial nature, and a significant number of overseas students who are in a similar position. Of the balance there is a considerable variation in the amounts paid and some of the assistance is little more than nominal. A more informative figure is not the number of students who receive financial assistance, but the amounts paid from external financial sources towards students' tuition charges. In 1963 only 50.2 per cent. of the cost of fees

was paid by scholarships. This indicates that a substantial number of students purportedly receiving financial assistance, in fact received amounts which are not a significant contribution even towards their compulsory University expenses. If 66 per cent. of students have some assistance, one-third of them do not receive anything at all. In other words, some 1,500 students have no assistance whatever.

In 1965 the common figure for student fees will be increased from £108 to £120. Adding £30, which is a reasonable minimum a student could expect to pay for essential text books, laboratory equipment, etc., the figure becomes £150. Thus, before he can attend any class at all a student is committed to the payment of a sum of £3 a week. This is a very heavy commitment for any family without an unusually large income, and especially for a family with dependent children or other children attending University. The question arising of whether a student successful at the Matriculation Examination but not sufficiently successful to gain a scholarship, will go to University may now be determined by whether he is the oldest or the youngest child in his family.

Vacation employment is not of much use in offsetting the expenses of attending the University. Firstly, remunerative employment is often hard to obtain; secondly, the exigencies of many courses demand that the student not seek employment during the long vacation and he is often advised against this; thirdly, the amount the student can earn is almost always only sufficient in all cases to keep him in essential pocket-money during the long vacation and the University year, leaving little for his necessary University commitments.

Although the Vice-Chancellor has power to waive or vary fees in needy cases, this avoids the real issue, because students from families with a very satisfactory income can be caught in exactly the same manner as their poorer brothers. Commitments of the family to other dependants are often sufficient to eliminate the possibility of attending the University. It is exceptionally difficult, if not impossible, to determine the real effect of the fee rises on student enrolments. The number of students who might have come to the University but did not do so, and never will because of the cost, is impossible to determine. Possibly the rising number of matriculating students compared to the stagnant number of enrolling students gives at least some idea of the number who never got there.

*Effect on the Community.*—All this has resulted in something which the founders of the University very much wished to avoid—the idea that to go to the University costs money. If something is not done, there is a danger that a feeling will grow in the community and amongst students at matriculation level that considerable family finance is required to enable pursuit of a University education. The urgent need for Vocational Guidance and information at pre-matriculation level was stressed at the Workshop on "Transition from School to University" held at the University in August 1963. In pursuance of this a comprehensive programme should be instituted to publicise the financial sources which are currently available, stressing to school students that there is a considerable amount of assistance available if it is sought in the right places. Possibly the appointment of a University officer, responsible for giving matriculation students this sort of information could be considered. Existing Vocational facilities are undoubtedly inadequate, and in all cases the Guidance Officer at the High School is unable to perform this role on the University's behalf to any satisfactory degree. Secondly, the Commonwealth Scholarships Board should be pressed for an annual increase in the numbers of Scholarships, and it should be recommended that the number of Scholarships should be based on the number of students matriculating in any year. There is no reason why the number of students capable of benefiting from University education should not be proportionate to the number of students matriculating.

Another result of the tuition charge increases is that enrolments to the University are now restricted on the basis of income rather than academic merit. The Senate, if it wishes to restrict enrolments in this manner should be conscious that this is what it is doing. An outside observer is not in a position to know if it is necessary to restrict enrolments at the primary level in order to prevent overcrowding of facilities in the higher grades of courses, but if this is so it should not be done by imposing an income test. As a suggestion, consideration could be given to weighting fees against students in later years. These students usually have a higher degree of financial assistance.

It has been the policy of the National Union of Australian University Students, the Guild of Undergraduates and almost every other student body in Australia, to press for the removal of restrictions at the matriculation level upon entry to the

University. Matriculation examinations are not a true test of the prospects of success at a University career. It is far better to give to worthy students the opportunity of attending University for one year at least in order that they may be given a truer test of graduating. The British system recommends this principle.

Under the present circumstances, until the Commonwealth Government realises its obligation, no real solution can be foreseen to the problem that the community will develop the attitude that to go to the University costs money.

There was an article in *The West Australian* by Tony Thomas, and after I had read it I thought how pertinent it was to the present position; because this is a very real thing we have in our society today. I am trying to point out to this Chamber of men what it means from a woman's angle to see education placed on this restrictive basis particularly as it affects children from small schools—children who consider what their fathers earn and say they can never attend university.

This is indeed a great waste of talent in some cases, and very often bright intellects are discarded as a result of it. I think it is about time we did something more in this field of education, and I am sure this is where we should start. The article to which I have referred reads as follows:—

#### Fee Rises Emphasise Cost of University Education

"Are my parents paying for my study? You bet they are!" said one pert fresherette at the W.A. University yesterday. She was obviously not too worried about the 15 per cent. increase in fees for 1965.

She said her father was more worried about his tax than her expenses.

But for those in a less happy financial position, the fee rise emphasises the cost of putting a child through university.

One mother, in a high-income family, confided that she had been able to get her first new furniture for 25 years only when a son finished medical school.

She did not have fees to worry about—the boy's Commonwealth scholarship paid them—but his essential clothes alone cost £100 a year. With three boys studying she could not afford golf.

What will it cost to give your child the best university education? That implies that the child will live in a college, but without any extravagances.

The answer: About £780 a year. The shortest bachelor courses, arts, science and economics—commerce, take three years. Law, agriculture and education take four years, engineering and dental science five, and medicine six.

I have a grandson just finishing last year electrical engineering and I know what it does cost. Continuing—

The £780 is made up of: Tuition fees, £120; Guild fees, £11; books, equipment and sports fees, £60; college fees (three terms at about £80), £240; summer vacation board at college, £147 (elsewhere, about £110); clothing, pocket money, fares, sundries, £200.

Many landladies charge £5 10s. to £6 for full board—about £300 a year.

They are not making any profit on that, either. Continuing—

Fees alone for the full degree course will now cost from £365 to £856. In the arts and science faculties, the cost is £365; economics £422; education £494; agriculture £525; law £533; engineering, £616; dental science £721; medicine £856.

However, there are 340 Commonwealth scholarships available for the smartest matriculants next year. If your child wants to do a medical course, a scholarship could be worth up to £3,550 over seven years.

There is more of this article, but I will not read it. It points out the impossibility of a parent who is not in receipt of a high income being able to get a university education for his boy; and any Government in this atomic and scientific age that is not prepared to pay to educate those people who have good brains is going down the sink and not doing the duty it is meant to do. We know that young people with intelligence and brains—

The Hon. G. Bennetts: Too much brawn and no brains.

The Hon. R. F. HUTCHISON: —are being denied a university education because of the last rise in fees. So it is a very real thing. A child of poorer parents may be a gifted scholar and able to become a scientist or some other asset to this nation; and to waste this asset because a Government still plays the class distinction game is a crime. Money spent on education is an investment of the safest kind for any Government to make, and universities should be free, no matter what it costs. Education should be unhampered, and teachers placed at a high level in the social structure to encourage the best service obtainable. We are now grappling with the scientific and technical age, and all the old concepts of society are crumbling. Education is a first prerequisite of such

a society and no Government should hamper its progress. Finance for education should be found to the limit.

I suppose everybody is tired of listening to me tonight, but I had these things to say, and this is one of the few occasions that one gets to say them. I have referred to most of the things that I wanted to speak about—films for children; the Factories and Shops Act; consumer representation; water and light hazards; and working mothers. I have tried to give a different picture from what is read in the Press; and in conclusion I wish to say a few words on a subject which was referred to by Mr. Dolan the other night. It is something that I came across in America in 1962, and I am speaking of safety belts.

The first thing that happened was that many small businesses saw they could make something out of installing these belts. There were some great tragedies because the webbing of some of the belts was of poor quality and it gave way if a car was involved in a crash; and the fittings were in such a dangerous position that they also caused injury. The result was that the whole question had to be looked at again; and all I am doing is sounding a warning.

I have here some reports from America. I have read them and any other member of the House who wishes to do so can have a loan of them. In one of the publications it says that the only safe way is to build a car with safety devices in it. There is one illustration where the fitting is crooked and, in the event of a crash, the misaligned floor bracket would cut through the belt webbing like a letter opener. The book says—

The lesson is to choose your brand and model carefully, and that goes particularly for new-car buyers.

It does not say that one must accept the auto manufacturer's brand of seat belt. It says—

As past CU tests have shown, there is more to buying good belts than merely specifying a color to match your car. First of all, instead of lap belts, you may want to consider adult-sized harnesses for valuable extra protection of the head and chest.

This book is well worth reading. I do not want to weary the House, but in America there were some great tragedies. The small garages were stopped from making the belts and the Consumer Union was called in to make an appraisal in regard to what belts were safe and what were not safe. They gave no specific answer, and it is necessary for one to use one's own judgment.

I am not decrying the use of seat belts, but they must be tested by some body that would be responsible for knowing the material used was good and that the belts were fitted in a proper way. However, to

have a car fitted and then think one is safe is too silly. I pass this on for the information of members.

I do not think I will say any more except that we are now seeing the result—and goodness knows how it will turn out—of the disbanding of the arbitration court last year. In my opinion it is a tragedy, and I will deal with that subject later on when I have another opportunity.

I thank members for listening to me. I have probably wearied the House, but I have said everything with a good disposition and good intentions. I would like to say that I think the Minister has been very considerate over the housing position so far as is in his power. No doubt he has received a shock to hear me say that in the House, but housing is another of those things which is not receiving enough money; and housing and education are the first prerequisites to a stable society anywhere, yet not enough money is being made available in Western Australia by a long shot.

The Hon. G. Bennetts: You will get on all right with the Minister!

Debate adjourned, on motion by The Hon. G. Bennetts.

*House adjourned at 10.11 p.m.*

## Legislative Assembly

Tuesday, the 18th August, 1964

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