

13. Native Welfare Act Amendment Bill.
Introduced by Mr. Perkins (Minister for Native Welfare).
14. Firearms and Guns Act Amendment Bill.
Introduced by Mr. Perkins (Minister for Police).
15. Evidence Act Amendment Bill.
16. Administration Act Amendment Bill.
Introduced by Mr. Watts (Attorney-General).
17. Metropolitan Region Town Planning Scheme Act Amendment Bill.
18. Metropolitan Region Improvement Tax Act Amendment Bill.
Introduced by Mr. Perkins (Minister for Transport).
19. Milk Act Amendment Bill.
Introduced by Mr. Nalder (Minister for Agriculture).
20. Death Penalty Abolition Bill.
Introduced by Mr. Tonkin (for Mr. Graham).
21. Licensing Act Amendment Bill.
Introduced by Mr. Burt.

House adjourned at 1.2 a.m. (Thursday).

Legislative Council

Thursday, the 25th August, 1960

CONTENTS

	Page
QUESTIONS ON NOTICE—	
Decimal Currency : Interstate discussions and State Government's view	775
Oil Search—	
Conditions of Rough Range license	774
Conditions of Beagle Ridge license	775
Commonwealth activity at Beagle Ridge and ownership of oil	775
Snapper Fishing : Ban on use of traps	775
QUESTION WITHOUT NOTICE—	
Sittings of the House : Days and hours	773
ADDRESS-IN-REPLY : TENTH DAY—	
Speakers on Address—	
The Hon. J. M. Thomson	775
The Hon. J. D. Teahan	779
The Hon. L. A. Logan	781

The PRESIDENT took the Chair at 4.30 p.m., and read prayers.

QUESTION WITHOUT NOTICE

SITTINGS OF THE HOUSE

Days and Hours

The Hon. H. C. STRICKLAND asked the Minister for Mines:

Recently the Minister informed members that it was possible the House would not be sitting the week after next. Amongst certain members there is some confusion as to days of sitting, and hours of sitting; and I would therefore ask the Minister whether he could give some clear indication to the House of his intentions concerning the conduct of sittings in future.

The Hon. A. F. GRIFFITH replied:

The answer to a question without notice of this nature will make it necessary for me to make not quite a second reading speech, but perhaps to give a more lengthy reply than I would in normal circumstances give.

You know, Mr. President, that the position in respect of the conduct of the Legislative Council over the years—not only when I have had the privilege of being Leader of the House, but when Mr. Strickland was Leader of the House; as was the case with many other Ministers—has always been on the basis that not only would pairs be arranged to suit the convenience of members for business of a private nature, and business of such a nature requiring attention within their electorates; but also consideration would be given—and it has usually been given—by the Leader of the House to the various desires of individual members.

So far as I am concerned, that position obtained last year as it would have continued to obtain this year, had it not been for what I might describe as the unusual action of the Opposition in refusing to grant pairs. I wrote to Mr. Strickland on this matter, after he had written a letter to me telling me that pairs would not be granted any more. My letter was dated the 23rd August, 1960, and reads as follows:—

I acknowledge receipt of your letter of the 17th August and note your remarks.

Under date the 18th August, the Acting Premier wrote to the Hon. A. R. G. Hawke, M.L.A., and I enclose copy of his letter for your information.

That letter reflects the Government's views on your letter, and the letter written in identical terms by Mr. Hawke to the Hon. Acting Premier.

Whilst I find the attitude of your party difficult to understand, it is beyond comprehension that the ban on pairs has been extended to the Legislative Council.

During the time that I have been Leader of the Government in the Legislative Council I have—as you and all other members know—endeavoured to co-operate with members generally, having in mind their individual desires in respect to legislation and their personal and electorate commitments.

I have consulted with my colleagues in the Legislative Council, and have been asked to suggest that the decision be reconsidered, failing which I can see no possibility of doing anything other than adhering strictly to a basis of the Legislative Council continuing to sit on each sitting day when there is business requiring attention.

This afternoon I received a letter from Mr. Strickland, dated the 25th August, which was in reply to the letter which I have just read. It reads as follows:—

In acknowledging your letter of the 23rd inst., concerning pairs in Parliament, I have to advise:—

Your suggestion that the decision be reconsidered has been given consideration and the position remains unaltered.

The question of pairs is not my doing and, as Leader of the House, I am certainly not going to continue to give assistance to members—particularly Kalgoorlie members—as I have done in the past and obtain nothing in return.

The Hon. H. C. STRICKLAND: The Minister has not replied to my question. I did not ask him about pairs. Will he clearly state, for the benefit of members, what will be the sitting days and hours for the conduct of this House?

The Hon. A. F. GRIFFITH: All I can do is refer the honourable member to the last paragraph of the letter I wrote to him and reiterate that it is my intention to adhere to Standing Orders.

The Hon. H. C. STRICKLAND: Has the Minister allowed his animosity to interfere with his clear judgment? Is he retaliating against the pairs decision by not informing members of the days and hours they are likely to sit in this House? That is all I want to know.

The Hon. A. F. GRIFFITH: I take exception to the use of the word "animosity." As far as I am concerned, there is no question of animosity in this matter at all. I would advise the House that I told the honourable member privately that in view of the decision his party has made I would find it extremely difficult to adjourn for the Kalgoorlie round.

The Hon. H. C. STRICKLAND: Could the Minister tell us whether we will be sitting on Mondays, Tuesdays, Wednesdays, Thursdays, Fridays, or Sundays? That is all I want to know. My question is: What days and hours are we likely to be sitting? That has nothing to do with pairs.

The PRESIDENT: Order! I think the Minister has referred to Standing Orders and said he will adhere to them. I think Standing Orders specify the sitting days.

The Hon. A. F. GRIFFITH: Standing Orders require that the House shall meet on Tuesdays, Wednesdays, and Thursdays. In the last paragraph of the letter which I wrote to the honourable member I have indicated that the House will sit on each sitting day when there is business requiring attention.

QUESTIONS ON NOTICE

1. *This question was postponed.*

OIL SEARCH

Conditions of Rough Range License

2. The Hon. H. C. STRICKLAND asked the Minister for Mines:
 - (1) Under what type of license is the oil-bearing area at Rough Range held?
 - (2) On what date was the license issued?
 - (3) On what date is the license due to expire?
 - (4) Is it lawful to hold proved oil-bearing land indefinitely with no obligation on the holders to produce or further drill the area?

The Hon. A. F. GRIFFITH replied:

- (1) License to prospect No. 63H.
- (2) The 30th September, 1959.
- (3) The 29th September, 1961.

- (4) No. In the case of a license to prospect, investigations must be carried on. However, no petroleum leases have been granted at this stage. Consideration will be given to the question of renewal of the license to prospect at the appropriate time.

SNAPPER FISHING

Ban On Use of Traps

3. The Hon. W. F. WILLESEE asked the Minister for Mines:

In view of the repeated complaints to the department and through the Press by fishermen from Shark Bay to the effect that this is the worst snapper season that they have ever known, will the Minister give consideration to the banning of traps for a trial period of three years in all waters inside South Passage and from Steep Point to Cape Conscript?

The Hon. A. F. GRIFFITH replied:

The Fisheries Department has not received repeated complaints, as suggested. On present indications it seems as if the catch of snapper in the Shark Bay area will not reach the record figure attained in 1959, which was almost double that of the previous year. The whole matter is at present being investigated by the department's research vessel *Lancein*. When the current year's investigations are concluded, and the results analysed, a decision in regard to the future management of the fishery will be made.

DECIMAL CURRENCY

Interstate Discussions and State Government's View

4. The Hon. E. M. DAVIES asked the Minister for Mines:

- (1) Has the important question of decimal currency received any consideration by State Premiers or Treasurers?
- (2) Has the question been discussed at the Premier's Conference?
- (3) If not, is it the intention of the Government to consider the proposed change in currency system and make its views known?

The Hon. A. F. GRIFFITH replied:

- (1) Yes. At the invitation of the Decimal Currency Committee, the Government submitted to that committee its views on the introduction of a decimal currency as it would affect the working and

administration of State Government departments and instrumentalities.

- (2) No.

- (3) Answered by No. (1).

OIL SEARCH

Conditions of Beagle Ridge License

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

- (1) Under what type of license is the area surrounding Beagle Ridge held?
- (2) Which company holds the license?
- (3) What is the acreage held under that license?

Commonwealth Activity at Beagle Ridge and Ownership of Oil

- (4) Is the Commonwealth Government operating a deep drill in the area?
- (5) If so, who would own the oil which that drill may discover?

The Hon. A. F. GRIFFITH replied:

- (1) Permit to explore No. 27H.
- (2) West Australian Petroleum Pty. Limited.
- (3) 52,000 square miles. After the first discovery at Rough Range, however, all new permits to explore were required to conform to the national mapping grid, making them rectangular, and no more than 13,000 square miles was allowed in any single permit to explore.
- (4) Not now. One hole was drilled by the Bureau of Mineral Resources to a total depth of 4,862 ft. into the basement rocks and abandoned on the 11th July, 1960.
- (5) The Commonwealth Government, through the Bureau of Mineral Resources, assists the search for oil by stratigraphical drilling by arrangement with the State Government and the holders of oil tenements. As this was on ground held by West Australian Petroleum Pty. Limited that company would have had rights in any oil discovered.

ADDRESS-IN-REPLY

Tenth Day

Debate resumed from the 24th August.

THE HON. J. M. THOMSON (South) [4.48]: I wish to associate myself with the congratulatory remarks which have been offered to you, Sir, on your elevation to the high and dignified office of President of the Legislative Council. I trust you will be honoured with many years in that office. I would also like to associate

myself with the congratulations offered to new members and, particularly, to my colleague of the South Province, Mr. Syd Thompson. I hope his sojourn in this House will be a lengthy one and that it will be of profit to the constituency which he represents and to the State of Western Australia. In regard to Mr. Baxter, I feel it was a short period of time between his departure from this Chamber and his return, and I am pleased to see him back in the House again. I would also like to congratulate all the members who were re-elected to the House following the last Legislative Council elections.

The Speech with which his Excellency opened this session of Parliament contained much information, amongst which was the fact that our revenue for 1959-1960 totalled £64,387,912, while the expenditure was £65,793,726, leaving a deficit of £1,405,814. I was very interested to read the Speech with which Parliament was opened in 1901, and I would like to quote a portion of it as follows:—

The revenue from all sources continues to be well maintained, but the requirements of the people are numerous and demand heavy expenditure. The financial year will close on the 30th of this month, and there will be a considerable deficit on the year's transactions, the exact particulars of which cannot be ascertained for a few days.

This circumstance need cause no alarm, as with due economy during the next few months appropriations can be made from Revenue to fully recoup the deficiency.

The State's revenue in that year was £3,078,033, the expenditure £3,165,244, leaving a deficit of £87,211.

As the present debate enables members to make many comparisons and suggestions, I feel that a study of the figures in the past would be in order to enable us to appreciate fully the progress which the State has made during the intervening years since 1901. In that year the population was 184,124 while today it is 727,339. The land under cultivation in 1901 was 424,498 acres, but today it is 24,620,674 acres. The total deposits in trading and savings banks in the State in the year to which I have referred was £6,065,359. Today the deposits amount to the colossal sum of £171,793,269. A further comparison is in connection with life assurance. In 1901 the amount invested was £4,154,000 while today it is £206,265,513.

The State has progressed a great deal in those 60 years, and it is now sound and stable. It would now be pertinent, I suggest, to say that the Liberal and Country Party Governments of 1947 to 1953, and the present Government have contributed very largely to that state of prosperity and stability which the State enjoys today.

The Hon. E. M. Davies: They left £6,000,000 owing in England when they vacated office in 1953.

The Hon. J. M. THOMSON: I have no doubt there were assets to cover that. A comparison of the speeches made in the debate on the Address-in-Reply in 1901 with those made this year reveals that they were on much the same lines; and they all ultimately ended in the request for that ever-necessary but elusive evil thing called money. Without money, of course, we cannot progress and do the things which are necessary for the advancement of those whom we as a Parliament serve.

Together with many other members, I have been interested in the subject of financial assistance granted to partially developed properties; and I am interested in civilian land settlement schemes. I am more concerned with the former, but will admit, of course, that each in its own respective sphere is of importance to the State. Since the advent, some years ago, of the control by the Central Bank over private banks in their various activities, a change of attitude has been forced in regard to financial assistance for development.

The man with limited capital has found it well-nigh impossible to further develop and expand activities. Great things are expected of the new development bank which is to fulfil the financial needs of such people. However, because of the requirements of the bank in its early life, though some people have been accommodated, many have been keenly disappointed, because it was thought a lot more money would have been available from that source for this purpose. There are many men on the land today who owe their success and stability to the assistance they received from the old Agricultural Bank. The purpose of this bank was to lend money not on the security that a person could offer at the time, but on the security of the additional development which was likely to take place as a result of the loan.

I am not sure of the amounts that were loaned per acre for clearing, fencing, the provision of water supplies, etc., but I understand there was a sum up to £1,500 available to the people in the days when the Agricultural Bank was functioning. This money was loaned at a very low interest rate and on a long-term basis. That arrangement, of course, rendered valuable assistance in the early days to people in agricultural areas. There are still many men on farms today, some young and some not so young, who would possibly have £600 or £700 or £1,000—or the equivalent value in plant and machinery—but because of their inability to obtain money on low interest rates and reasonable terms they do not receive encouragement to develop their properties sufficiently to give them a good return.

To enable financial assistance to be given to these people along the lines I have indicated, I would appeal to the Treasurer to make strong representations to the Commonwealth Government to make available to the Rural & Industries Agency Bank, through loan moneys, a sum up to £2,000,000, for a period to be determined, for the purpose of aiding agricultural development.

I am not very enamoured of the proposal for a civilian land settlement scheme similar to the war service land settlement scheme, because we are all aware of the colossal sums of money which have been spent uneconomically—I say this without fear of contradiction—on the latter. Bulldozing, clearing, and burning of land in many instances was very far from satisfactory from the settlers' point of view. This work was not only unsatisfactory but most uneconomical.

There are many other anomalies which arise from time to time and because of these and other factors a scheme similar to the war service land settlement scheme does not appeal to me. In introducing a civilian land settlement scheme, we would be faced with a similar set of conditions; and although we would endeavour to profit from our experience of the war service settlement scheme of the last war, we might not be able to do so.

The Hon. F. J. S. Wise: It is hard on the sons of farmers who were six, seven or eight years of age at the time of the last war.

The Hon. J. M. THOMSON: I agree. I have that point in mind. If we are going to consider ways and means of giving our young men the opportunity of settling on the land—and no man should be denied that opportunity—it is our responsibility to see that he acquires the land under sound economical conditions.

It is not difficult to find a solution. As I said earlier, I am concerned about the present limited development of farming properties, and I consider that if we are to give the type of young farmer with whom I am particularly concerned at the present time the opportunity to develop his property, I feel that the sum of money I have suggested should be made available from the Commonwealth Government to the Agency Section of the Rural & Industries Bank. Money would then be available to assist those farmers who, because of limited capital, are prevented from carrying out various improvements to their properties as they would wish. The Rural & Industries Bank could well be the means of making financial assistance available along the lines adopted by the old Agricultural Bank, so that a young farmer could acquire a property.

I feel it is only just that the new settler should have the right to be able to secure money in order to clear and fence his property, and to improve his pastures

himself, or to have the work done by contract. He would then be fully conversant with the costs involved, and would be in a position to see that the work was carried out to his requirements and at a price in keeping with the money made available to him from this section of the Rural & Industries Bank. The Rural & Industries Bank would then be continuing the purpose for which the Agricultural Bank, its predecessor, was brought into being as far back as 1894. Its purpose then was to assist in the occupation, cultivation, and improvement of agricultural land.

I think that would be a far better way to open up land for further development, and by doing that we would get better results than by embarking on a civilian land settlement scheme based on lines similar to the war service land settlement scheme.

Speaking of the war service land settlement scheme brings to my mind a comment in the Governor's Speech which reads—

The recent allotment of 92 farms virtually brings to a successful conclusion the developmental phase of war service land settlement. The State can claim that all qualified applicants accepted under the scheme will have been given an opportunity of rehabilitation.

It is pleasing to all of us to note that the developmental stage of the scheme has virtually been concluded; but many anomalies still remain, and the slowness with which those anomalies are being dealt with, and occasionally rectified, is causing much discontent among settlers. As examples I quote the long delay in obtaining final valuations; excessively high rental assessments; and the failure to recognise in the final valuation the value of certain works carried out by the settler himself. I have asked several questions on those aspects of the scheme over the last few days.

Those sorts of things are causing much dissatisfaction and discontent among the settlers in the settlement areas.

One other matter concerning war service land settlement which I wish to discuss is the procedure relating to the appeal board; and, in particular, I should like to refer to paragraphs 6 and 7 of regulation 24. Paragraph 6 reads—

The Board may regulate its own procedure and may conduct its inquiries without regard to legal forms and shall direct itself by the best evidence it can procure or that is laid before it.

Although that paragraph states that the board may conduct its inquiries without regard to legal forms, that is exactly what it is not doing; it is doing precisely the opposite. The procedure is exactly the same as that adopted before a judge in

the Supreme Court in a civil action, or before a magistrate in an action brought in the Police Court. Everything that is said is addressed to the chairman, who is a stipendiary or resident magistrate, and he is the only one who speaks to or addresses the settler in any way; and he is the only one who speaks to the legal counsel who may be present at the appeal.

If either of the other two members of the appeal board want to know anything, or if they wish to have anything to say during the hearing of the appeal, they can do it only by turning to the chairman and asking him in an inaudible whisper for the information they require. Then the chairman puts the question and receives the reply. That, of course, is contrary to the intentions of paragraph 6 of the regulations; and I say without fear of contradiction that the procedure that has been and is still being adopted by the appeal board is strictly upon legal lines. That was never intended, and some move should be made to overcome it. I shall refer to that aspect later on. Paragraph 7 of regulation 24 reads—

The decision of the board or a majority of the members of the board shall in each case be reported in writing by the board to the Minister and shall be final and effect shall be given to every such decision.

That is something which requires investigation with a view to rectifying the position. I consider it wrong, and many others feel the same way about it and think it should be rectified. Under this regulation the board is not permitted to do anything other than allow or disallow the appeal; and there is no appeal from the board's decision to a court or any other body. That is far too drastic; I believe that the board should not be limited in the manner I have just outlined. Therefore I propose to submit to the Minister, suggested regulations which should overcome the difficulties I have mentioned. For the interest of members I shall read the regulations I intend to submit to the Minister. They are as follows:—

- (1) Rules of procedure of the board shall be laid down in the regulations to provide that inquiries shall be conducted without regard to legal forms as it is intended by the regulations.
- (2) That the board shall not be limited to either allowing or disallowing the appeal but may make recommendations which in their judgment members of the board consider just and appropriate.

I think if those two provisions were written into the regulations it would make them more equitable; and, furthermore, it would enable the appeal board to make a fairer approach to the questions put before it.

I am voicing my views on this matter because of a settler who recently went before the appeal board. In this case the man admitted that he took a calculated risk, and thereby admitted his guilt. What happened was that this man's lease was cancelled and his property was forfeited. Into the regulations there should be written a direction to give the members of the board, when discussing the merits or demerits of any case, some discretion which they do not enjoy under the regulations at present.

I now wish to refer to matters which concern the province I represent; and in particular the town of Albany where I reside. That town and port is of tremendous importance and value to the southern Province. Thanks to the work of the Southern Zone Development Committee, under the chairmanship of Sir Russell Dumas; thanks to John Norman and others; and, more particularly, thanks to the McLarty-Watts Government, the first portion of the Albany Harbour works has become an accomplished fact. However, although I am appreciative of what has already been done, I now make an urgent appeal to the Brand-Watts Government, to proceed, without delay, to provide an additional grain berth at the port of Albany, east of No. 1 grain berth.

In doing so, I have in mind that, as at the 21st December last, 1,138,124 tons of wheat—that being the final consignment of the 1958-59 harvest for that particular area—arrived at the Albany terminal for shipment overseas. In addition, 264,083 bushels of oats were shipped through the port of Bunbury from our zone, but from now on, such grain be shipped through the port of Albany. This will be possible because, at this very moment, Co-operative Bulk Handling Pty. Ltd., is erecting a 1,000,000-bushel concrete silo alongside the existing grain terminal, and this will accommodate all the additional grains that will be transported to Albany.

This is a matter of real urgency, and I urge the Government to proceed with the erection of this additional wharf without further delay. My reason for expressing urgency in regard to this work is that already the port of Albany has witnessed the delay of a ship which was waiting to load grain from the terminal. This delay was brought about because another ship was already berthed alongside the terminal. To avoid, in the future, any delay in getting grain shipped from the port of Albany, I again urge the importance of further harbour development by way of extending the berths at Albany. If this were done it would offset the unnecessary handling of the grain and would speed up the loading of the ships that call there.

Before concluding I want to say, in regard to educational matters, that we have every reason to be appreciative of the continued efforts of the Government and,

in particular, of the Minister for Education, in providing additional facilities and buildings at many of our schools in the country districts. In the year ended the 30th June, last, 131 new classrooms were erected in the country and 102 were added to schools in the metropolitan area, making a total of 238 additional classrooms, which is 48 more than were erected by the other Government in the previous financial year.

The fact that the unhygienic and obsolete pan system in many country schools has been replaced by the modern septic tank system is something which is deeply appreciated by the staff, the parents, and the children who attend the schools concerned. This has been made possible through the raising of loans by the respective local authorities. The repayment of the principal and interest on these loans, over 15 years, is guaranteed, under an agreement, by the Government. Under this agreement, the septic tank systems will be installed in the country schools at no cost to the local governing authorities whatsoever, because ultimately the cost will be borne by the State Government.

I am particularly pleased about this achievement, because on many occasions I have raised strong protests in regard to the unhygienic pan system and have urged by way of questions and debate, the installation of the septic tank system.

Up to date, 28 country schools enjoy this desirable method of sewerage. This has been achieved at a cost of £26,225; which amount, as I have pointed out, has been met by loans raised by the local authorities. There is a further £22,000 in hand which will enable another 12 schools to be included in this septic tank scheme in the near future. Because of the inadequate water supplies, 90 schools will still be forced to put up with the old pan system. However, it is pleasing to know that these schools will probably be served with septic tank systems by the end of the 1961-62 financial year.

Another matter I would like to mention is that of the erection of hostels to accommodate students attending country high schools. Securing suitable accommodation for boys and girls is one factor which causes great concern and anxiety to parents in country districts who are desirous of sending their children on to secondary schools. Accordingly it will be a great satisfaction to these people to know that in the next two or three years the Government proposes to erect hostels to accommodate students who might be attending high schools in the country.

This information will also enable members in rural electorates, when travelling around their districts, to answer the various questions put to them in this regard. This will prove a great advantage to the people concerned in those country areas. Not only has this Government, and

particularly the Minister for Education, clearly demonstrated concern for primary and secondary school education, but it has also given considerable thought to the question of pre-school education. In this connection, it is pleasing to note that this Government is making grants of up to £500 available, towards the erection of kindergarten buildings which will be affiliated with the Kindergarten Union.

This will prove a great encouragement to those who wish to take advantage of this facility; and to those others who interest themselves in this very important matter of pre-school education. I do not wish to weary the House any longer. There are other matters I wish to discuss; but I will be able to deal with them from time to time during the session. I will conclude, therefore, by supporting the motion for the adoption of the Address-in-Reply.

THE HON. J. D. TEAHAN (North-East) [5.34]: The amendments to the motion for the adoption of the Address-in-Reply provided me with an opportunity to mention some of the subjects to which I desired to refer. There are a couple of other matters, however, on which I would like to take this opportunity to comment.

The first of these is what is known as the East-West road. It appears to be generally thought that every goldfields member would support such a project. However, I, for one, would raise my voice in opposition to the bituminising of this road at a cost to the State of £5,000,000. I voice my opposition to it, because I feel there are so many other roads which require attention before such a tremendous amount is spent on a road of this nature.

This is particularly so when we find that the road in question is to be laid and bituminised mainly for the purpose of attracting tourists to Western Australia. I feel however, that all it is likely to do is to take more people out of the State than it will bring in. If people know that there is in existence such a beautiful road they will be more inclined to travel by it to the Eastern States, thus leaving Western Australia. To my way of thinking it is out of all proportion to spend £5,000,000 on a road merely for the purpose of attracting tourists to this State. Force is lent to this view when we consider that it will have not only a very doubtful tourist value, but also a not very great defence value; particularly when we consider the trends of modern warfare.

As I have pointed out, there are roads at the moment which are serving the pastoral and mining areas, and which are assisting in decentralisation. These roads for the most part are corrugated and dusty. Before any attempt is made to spend such a tremendous sum on this East-West

road, something should be done to improve the condition of these country roads which, after all, assist in the development of this State.

Let us consider for example the road that commences at Yalgoo and runs 80 miles to Mt. Magnet, thence to Cue, Meekatharra, and Wiluna. Sections of this road are impassable and constitute a hazard to vehicles using it. If roads like this, which help serve the mining and pastoral industries, were sealed and made suitable for traffic, they would encourage people to take up land in these areas, and thus prove an incentive to development. Then again there is the road in the Eastern Goldfields which runs through proved pastoral country. It runs from Kalgoorlie to Leonora, from Leonora to Laverton, and thence north to Wiluna. All these roads are screaming out for attention; they are merely corrugated gravel tracks; yet we find the Government proposing to spend £5,000,000 on a road down south for the purpose of attracting tourists.

Apart from any other consideration, such a road would take patronage from the State Railways. We are told that the Government intends to have two modern train coaches built for the *Westland* express. What is the purpose of building these trains when, at the same time, the Government is proposing to build this glamour road which will no doubt compete with and take away traffic from the railways? I know we must move with the times; but I point out that the Commonwealth Government is endeavouring to attract traffic to its railways by allowing cheaper travel. Every day we hear of thousands of pounds being spent on reballasting, on resleepering; on heavier rails; and on strengthening culverts, etc. But what is the purpose of all this expenditure if we are going to build a road costing £5,000,000 which can do nothing but compete with our railway system? This is particularly deplorable when we consider the doubtful value this road will have.

Another matter to which I wish to refer is the possible use of road buses from Coolgardie south to Esperance. This is certainly not in my district, but it does come into the over-all picture. Again we find the Government spending thousands of pounds in an effort to rehabilitate and strengthen that line, while at the same time it is talking about encouraging the use of road buses.

I do not know how it all ties up. On the one hand we find the Government endeavouring to develop the railways while on the other, and in direct opposition, we find it developing the road bus service. I hope this matter will be delayed until the roads I have mentioned are brought to the stage where they can cater for the traffic offering, and thus assist in the most essential matter of decentralisation.

I have already mentioned in a previous speech the question of bread, and bread prices. I have learnt since, however, that there has been quite a deal of dissatisfaction and protest in the country districts—especially on the goldfields—in relation to the recent increase. The people feel it is not justified. There is no delivery of bread on the goldfields. I was speaking to a shopkeeper about this matter. Deliveries are made by the baker through the various shops. I asked one of these shopkeepers how he was getting along with deliveries, and he replied that as far as he was concerned the position was no good at all. He said they were paid ½d. a loaf, and that covered wrapping and delivery. Apart from this, if there were any bad debts they had to be carried by the shopkeeper, who paid cash to the master baker for the bread. He added that any unsold bread was not taken back by the master baker, because the latter said it was contrary to the Health Act. I do not think the master baker was terribly concerned about the Health Act as such; but, of course, the fact that the provision was in the Act no doubt pleased him. The master baker does not bear any of these losses. He takes all the gains that he can obtain, and he is always out for an increase in the price of bread.

In a goldfields newspaper a couple of days ago a report of a meeting of the Kalgoorlie Road Board on this subject appeared. Some members are opposed to the present set-up whereby master bakers have an agreement between themselves on zoning. When a customer goes into a shop for bread he has to buy the bread made by the master baker who supplies that particular zone. Some members of the Kalgoorlie Road Board consider that as a result of this zoning there is no competition for baking better quality bread. The customer must accept the bread which is supplied to that zone. One of the members of the board said, "When you buy a loaf of bread the quality is so poor that you have to spend nearly as much as the price of the bread on indigestion powder to digest it."

I am concerned with another item which I heard over the radio. That is footwear, particularly children's footwear. The news item stated that the householders organisation of which Mrs Hutchison is president is taking this matter up with the suppliers of footwear. Someone should take this action, because there is no Government control over the supply of faulty footwear to the people. I have received numerous complaints, and I am aware of instances where children's footwear lasted only a few weeks after purchase. Children's shoes cost £2 to £3 these days, and it is not fair on the parents if they have to pay that amount for faulty footwear. The parents have sufficient to contend with in trying to meet all their living costs on the existing low basic wage.

I now want to touch on the subject of prospecting. There is not nearly the same amount of prospecting being undertaken today as there was in years gone by. The reasons for the falling off are the static price for gold, and the exorbitant cost of finding gold. The cost is so great that it is beyond the reach of small prospectors.

Recently the Kalgoorlie Amalgamated Prospectors' Association arranged for a course of lectures to be given by successful prospectors. The interest shown in those lectures was remarkable, and no doubt a revival of prospecting activities will result. I know the lectures have been successful, because there has been an increase in prospecting activities during weekends. Quite a number of miners go out on Saturdays and Sundays in search of gold. Who knows but their efforts may result in something worth while being found.

I want to conclude on a note of commendation. It is so easy to be critical; but it is more difficult to praise. I want to refer to the Kalgoorlie railway station and the improvements recently effected. The Commissioner of Railways is to be highly commended for the manner in which those improvements have been carried out. I have known the Kalgoorlie railway station for many years, but I have not seen it looking as good as it is today. The station is well painted; the entrance has been improved greatly; the marshalling yard and shunting yards are tidy; the dining room has been improved to such an extent that it is pleasant and comfortable to sit in; the bar in which liquor and soft drinks are served is really up-to-date; and I would not like to let this occasion pass without saying a few words of praise in that direction.

Perhaps something else can be done to make greater use of the bar, refreshment room, and kiosk at that station. The second-class passengers on the outgoing Perth express board the train about 100 yards from the entrance to the kiosk and the newly-appointed refreshment room. They are too far distant to avail themselves of the facilities readily. I would like to see the express leave at a point where the second-class passengers are opposite or nearer those facilities. That used to be the position, and it could be restored easily. I am pleased at the opportunity given to comment on these matters and make my contribution to the Address-in-Reply debate.

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [5.45]: Although they are somewhat belated, I am sincere in extending my congratulations to you, Mr. President, on being elevated to the position you now hold. I entertain no doubt that you will hold the scales of balance with equal poise, and that you will

fill the position with honour and dignity, and with satisfaction to yourself and to the members of this House.

I thank those who have congratulated the members who were returned at the last elections. As one who was returned, I must say that I appreciated those remarks. Unfortunately, I was not able to be present when the new member for the South Province, Mr. Syd Thompson, moved the adoption of the Address-in-Reply on opening day. I am told he applied himself very creditably to the task. As one who went through that ordeal in 1947, I can appreciate the position in which the honourable member found himself on opening day. No doubt he will agree with me that it is very pleasant to have the opportunity of moving the motion for the adoption of the Address-in-Reply.

I want to reply to a few remarks in this debate concerning the activities coming within my portfolios. Before doing so, I want to congratulate Mr. Baxter on being re-elected to this House. I have always been a pal of Norman Baxter, and it is very nice to realise that he has been elected again to this House, after an absence of a couple of years. I trust that on this occasion he will experience no further break in his service to Western Australia and to his province.

Mr. Baxter, in his contribution to this debate, made some imputations against the Children's Court, and particularly against the method used to deal with charges in the Children's Traffic Court. Probably the most serious of his imputations was that child offenders who appeared before the Traffic Court were denied justice. He said the children were denied the right to plead guilty, or not guilty. I do not say that the special Magistrate (Mr. Arney) says straight-out to a child, "Are you guilty or not guilty?" because that is not at all times the correct way to get an answer from a child who appears before the court. Very often one has to study the demeanour of a child before asking him suitable questions. I would not like to see anyone casting a doubt on the integrity of Mr. Arney, because he is a man beyond reproach.

The Hon. N. E. Baxter: I did not do that.

The Hon. L. A. LOGAN: That was implied. The honourable member said that children did not have the right to plead guilty or not guilty, and that they had no way of defending themselves. That must imply some lack of integrity on the part of the magistrate, whether it was intended or otherwise. However, I do not think the honourable member intended to imply it. Mr. Arney uses a fair amount of patience in the way he handles these children.

It would be impossible for every police officer who lays a charge to be in court. There could be a list of something like 40 offences for one afternoon; and this

would require the attendance of 40 separate officers in the court so that they could give evidence. That is not the procedure in the court. Somebody lays the charge; but if any defence is required, the case is adjourned to provide an opportunity for the children, or the parents of the children to arrange for a witness to attend at the court. That opportunity is not denied. It need not necessarily be that the policeman who laid the charge would be wanted as a witness; it could easily be someone else. Therefore, an adjournment is granted to allow the witness to be brought into the court.

The Hon. N. E. Baxter: There could be no objection to using the same procedure as that adopted in traffic charges where one has the opportunity to plead guilty or not guilty.

The Hon. L. A. LOGAN: The child is given an opportunity to say what he wants to. Recently I was at the Toodyay School, where the children run a kind of Parliament. They have Ministers just as we do in Parliament. However, they go a little further than we do. They charge the children in connection with any misdemeanours they may have committed during the week. On this occasion, the Minister for Police had to lay a charge against one of the children for riding a bike across the bridge, which was against the rules of the school. When the Minister for Police asked the boy if he were guilty or not guilty, the boy said, "Not guilty."

The Hon. N. E. Baxter: At least they gave the boy an opportunity to plead guilty or not guilty.

The Hon. L. A. LOGAN: The boy in question said this: "It was raining like billy-o. I did not have a coat, but the other kids did. I was not going to get wet, so I got on my bike and went for my life." He admitted his guilt; but when asked whether he was guilty or not guilty, he said, "Not guilty." It depends on how a child is questioned as to how that child will answer. In this respect, Mr. Arney must be given some credit for the way in which he handles cases. To imply that the children are fined irrespective of what they say or do, means there is a denial of justice; and I do not think the honourable member intended to convey that meaning.

The Hon. N. E. Baxter: No I didn't; but it does happen that they are guilty before they go to court.

The Hon. L. A. LOGAN: They are not.

The Hon. N. E. Baxter: They get very little opportunity—

The Hon. L. A. LOGAN: I do not know what the honourable member meant when he referred to courts being convened at 10 a.m. It has been a rule of the Children's Traffic Court that it shall sit at 2 o'clock on Tuesday afternoons. There

have only been a few occasions when traffic offences have been heard outside that time; and that has happened when cases were disputed. I am sure that every Children's Court in the city is held on Tuesday afternoon at 2 o'clock.

The Hon. F. R. H. Lavery: That is the Children's Traffic Court?

The Hon. L. A. LOGAN: Yes. I believe they are held in the morning at Fremantle and Midland.

The Hon. N. E. Baxter: At Perth they are held in the afternoon and at Fremantle in the morning.

The Hon. L. A. LOGAN: As far as I can ascertain there has been only one appeal against a magistrate's decision, and this particular case covered nine specific charges. Of the appeals against nine charges, eight were dismissed and one was upheld. There is a special court which has been set up to hear appeals against magistrates' decisions. I repeat that as far as I can ascertain, there has been only one appeal and that was by Dr. Marian.

Whether a parent should be summoned to attend the court is a matter which could be debated. Since I assumed the role of Minister for Child Welfare, and since I have studied the position in regard to parents and their children, I do not hesitate for one minute to say that it is for the benefit of all concerned that the parents be made go to the court.

The Hon. N. E. Baxter: I have no objection to that.

The Hon. L. A. LOGAN: The reason is this: A lot of parents do not know that their children are riding bikes which are really not fit to be ridden. It is not until a charge is laid against the children that parents realise they have been remiss somewhere along the line, and have not given sufficient attention to what their children have been doing. Our research—indeed research all over the world—in regard to child delinquency has proved that 90 per cent. of the blame lies in the home.

The Hon. N. E. Baxter: You would not call traffic charges child delinquency.

The Hon. L. A. LOGAN: No. But this happens in traffic charges: Recently there were 30 charges against children under 16 for riding motorbikes. The parents allow children under the age of 16 years or 17 years to purchase those bikes. In those circumstances, what are the children going to do when there is a motorbike in the backyard and they cannot get a license until they turn 17? Do members think the children will stand by and see those machines idle?

The Hon. A. R. Jones: You are putting ideas into their heads.

The Hon. L. A. LOGAN: No; the parents do that, because they allow the children to buy the bikes.

The Hon. N. E. Baxter: I agree with you.

The Hon. L. A. LOGAN: Parents are courting trouble when they do that. Mr. Lavery spoke of the same position last night when he mentioned the fact that children were using boats on the river. Somebody must have taught those children how to handle those boats—and I presume it was the parents.

The Hon. N. E. Baxter: Don't worry; they learn outside.

The Hon. G. Bennetts: The parents are a step behind them today.

The Hon. L. A. LOGAN: I do not think a boy of 14 would be able to use a valuable boat, such as that mentioned by Mr. Lavery, unless he had learned from his parents how to handle it. I am sure members will agree that it is essential to bring parents into the court so that they will realise what is going on.

The Hon. N. E. Baxter: I have three boys and they knew more than I do about motorcars by the time they were 16.

The Hon. L. A. LOGAN: That may be so. When Mr. Baxter was speaking and I was interjecting, I think that we were talking at cross purposes. He was dealing purely with the Traffic Court, but one or two of my interjections related to the over-all situation. However, when a ward of the State is involved in the Traffic Court, a probation officer of the Child Welfare Department attends in court to see that the child receives justice.

I think it was stated that the magistrate does not arrive sometimes until 10.30 or even 11.30. In some instances he does not hear certain cases until after lunch. I think the honourable member must appreciate the fact that just because the magistrate is not in court that does not mean to say he is not working or considering cases. Most magistrates find they have a lot of reading to do and consideration to give to certain aspects of cases, and this they do in their chambers before they go into court. I imagine that Mr. Arney would be in the same position.

The Hon. N. E. Baxter: Could not the hours be staggered in which the cases were called?

The Hon. L. A. LOGAN: I do not know how it could be worked out. If a court is going to sit at 2 o'clock in the afternoon, as is the case with the Traffic Court, and 40 cases are listed to be heard, it would be very difficult. The cases are dealt with in alphabetical order, and it is hard to estimate how long each case will take. For instance, the first 10 might take only four or five minutes each. But there is no guarantee of this, because several snags might be encountered which would make it very difficult to draw up a timetable. The situation would be different if only about half-a-dozen cases were listed.

The Hon. N. E. Baxter: Surely they would have a pretty good idea from past experience?

The Hon. L. A. LOGAN: It is not an easy matter. I realise, of course, that it is not easy either for a father to take time off from work. However, if he had taken a few minutes of his own time previously to have a discussion with his child, he would probably not have had to appear in the court at all.

The Hon. N. E. Baxter: I do not agree with that at all.

The Hon. L. A. LOGAN: I do.

The Hon. F. R. H. Lavery: That is a childish statement. The best of families have children who appear in court—the best of families!

The Hon. L. A. LOGAN: Yes; but a lot of them are riding bikes without lights or brakes. Does not the honourable member consider that the parents should know what the children own?

The Hon. F. R. H. Lavery: There are about 10,000 bikes in the State, and only about two would have brakes.

The Hon. L. A. LOGAN: All bikes are supposed to be tested before they are licensed, but I know that a lot of licenses are issued without the test being made. But surely the parent should know what the child is riding, and whether the machine has any brakes and is safe, because the safety of his own child is at stake, apart from that of other people.

The Hon. F. R. H. Lavery: Goodness gracious!

The Hon. L. A. LOGAN: It is the parents' responsibility to see that the bikes are in good order.

The Hon. F. R. H. Lavery: You show me in the Act where that is stated.

The Hon. L. A. LOGAN: It is the parents' responsibility to see that their own children are riding bikes which are safe, not only for the sake of their children but for everyone's safety.

The Hon. N. E. Baxter: Not only bicycles are involved.

The Hon. L. A. LOGAN: I am only talking about bicycles at the moment. Therefore I think a little time spent by the parents would do a lot of good.

The Hon. F. R. H. Lavery: It is a shame to criticise any departmental head, isn't it?

The Hon. L. A. LOGAN: I do not know where Mr. Baxter got the idea of 10s. from in regard to fines; because I have been trying to find out what the fines amount to, and they are either 6s. or 16s. 6d.

The Hon. N. E. Baxter: You mean the costs, not the fines.

The Hon. L. A. LOGAN: If a plan of an accident has been drawn or anything like that, then the amount is 16s. 6d.; but ordinarily it is 6s.

The Hon. N. E. Baxter: That is for costs.

The Hon. L. A. LOGAN: I do not think 10s. has ever been involved.

The Hon. N. E. Baxter: I know of one case when 6s. was the charge and I was told of another in which 10s. was involved; but that is neither here nor there really.

The Hon. L. A. LOGAN: Because of the honourable member's remarks on this particular matter, I made inquiries to ascertain the situation. I believe that if there is something wrong with the department, I, as Minister, am entitled to know; and the members have every right to express their opinion if they consider something is amiss. It is then my duty to rectify the situation if they are correct. I am reasonably satisfied, however, that children are handled in the correct way and that they receive justice.

Mr. Davies and Mrs. Hutchison were rather concerned about the Key West project on the South Perth foreshore.

The Hon. F. R. H. Lavery: So are a lot of residents of South Perth.

The Hon. L. A. LOGAN: I would like to assure those members that their fears are unfounded. As a matter of fact, the whole of this plan was designed by one of the senior officers of the Town Planning Department. Therefore I think that that fact alone should be sufficient assurance for these members that nothing will be done which will upset town planning. However, to make sure of the position and to enable me to have a specific answer to a specific question, I asked the commissioner this question—

Is 90 ft. wide public open space along foreshore still available?

The answer I received was—

Yes. (The original scheme by the South Perth City Council provided for continuous public access to foreshore of at least 1½ chains. The promoters' plans omitted this in one section but after discussion with the Town Planning Board the promoters' representative agreed to modify the design so as to maintain the 1½ chain public reserve.)

My second question was—

Is there room for a road between the river and the projected development?

The answer was—

No. (The through road alignment was selected in collaboration with the Main Roads Department to provide the most suitable connection from Ellam-street to Mends-street.

For most of the length of the proposed road the land between it and the foreshore is planned as public open space. The only exception is where private property

is severed by the road, i.e., the 10 acres South Perth City Council proposes to make available to the promoters for commercial development and the land the promoters intend to purchase from Manning Estate.

The Town Planning Board have requested the promoters to modify the design in one section to provide for a public access road from the through road to the foreshore and to incorporate car parking and picnic space alongside the water. The promoters' representative agreed to do so. It is considered that with the modification public access to the foreshore is adequately provided.)

I would like to add there was a sub-leader in *The West Australian* last week, or the week previously, drawing the attention of the Town Planning Department to the need for foreshore development. Members will recall that the day following publication of this sub-leader there appeared an article in *The West Australian* giving details of that part of the foreshore already developed by the Town Planning Department. I can say with confidence that we will have 54 miles of river foreshore between Fremantle and Guildford in an almost continuous strip. There are certain places, of course, where that becomes impossible because of previously erected buildings or previous subdivisions. However, it is the policy of the Government—and it is not an easy one—that when a subdivision is applied for, one of the conditions laid down is that 90 ft. shall be handed back to the local authority or the Crown to be maintained as an open space for the public.

Members: Hear, hear!

The Hon. E. M. Davies: It is pleasant to hear that assurance.

The Hon. L. A. LOGAN: It is not an easy policy. The individual does not like it, and strongly objects to it. No doubt Mr. Wise received one or two objections during his period as Minister for Town Planning. The same has applied to me during my term of office. I believe that in such matters the interests of the community must be considered before those of the individual. It is therefore the policy of the Government, not only on the river but on the seashores, that from 90 to 100 ft. be maintained as public open spaces for the benefit of the community as a whole.

I do not wish to delay the House. However, I did not take part in the debate on increased rail fares as I considered enough had been said on that particular addendum. But I would like to say this: that since this session started, many questions have been asked by members relating to

work required to be done in their electorates. Probably every member, without exception, has gone to the Minister looking for some work to be done. These jobs cannot be done without money. If it were realised that without the increase in rail freights this State would have had £3,000,000 less money to spend, members might begin to appreciate the reason and the necessity for the increase.

In case members cannot work out the mathematics of the situation, I point out that without the increase in rail freights we would have had a deficit of over £1,000,000 in revenue; and with the probability—and I anticipate this with a fair amount of accuracy—that we would be penalised by the Grants Commission to the extent of £1,000,000, that would have meant another £1,000,000 less. Without that £2,000,000 we would have been unable to finance the deficit except by way of loan funds. We would have had to take the £1,000,000 out of loan funds to make it up. That would have meant £3,000,000 less to be spent in Western Australia over the next 12 months.

This factor made me think twice—and I think members will appreciate what I have had to say previously in this House about increased rail freights. I had to make up my mind whether we would forgo £3,000,000, and thereby forgo £3,000,000 of public spending, not only in the city but also in the country, or increase rail freights. I believe I had no choice—no choice whatsoever—because £3,000,000 less in spending would have meant unemployment. There is no argument about that. We could not afford this, and no member of the Government wants unemployment. There was therefore no alternative.

Mention has been made of the reaction of the country people. Let me say this: that during my election tour, I held meetings in the country; and in one particular place I told my listeners in no uncertain terms that they would have to agree to an increase in rail freights.

Sitting suspended from 6.15 to 7.30 p.m.

The Hon. L. A. LOGAN: Prior to the tea suspension I was discussing the increase in rail freights, and the necessity for it. I was also remarking upon some of the comments members had made regarding the attitude of country people. I said that while addressing a meeting during my election campaign I had told the people that there would have to be an increase in rail freights because it could not be avoided. It is interesting to note that the voting in that particular area was 30 to nil in my favour. That proves that the country people have the ability to judge a situation and to appreciate what is involved. At the Country Party conference held recently, members endorsed the action on increased railway freights.

The Hon. F. R. H. Lavery: Mr. McDonald did not endorse it in *The Farmers' Weekly*.

The Hon. L. A. LOGAN: Let us look at the actions of the Farmers' Union. The Farmers' Union knew the exact position with regard to rail freights; and its members said there was no alternative.

The Hon. R. Thompson: But they opposed it.

The Hon. L. A. LOGAN: Of course they did! One would not expect them to do anything else in their own paper. They have to justify their existence the same as members of a political party. I invite any member here to talk to members of the Farmers' Union in the country districts and see what they think about it. They realised there was no alternative.

The Hon. E. M. Davies: They didn't realise it was necessary to patronise the railways before, when they should have done so.

The Hon. L. A. LOGAN: I quite agree. I think there were too many country people dodging the issue and not using the railways. We cannot have it both ways, and I have said that repeatedly. But let us get back to the question of the Farmers' Union. What did the Farmers' Union do when it faced rising costs? It immediately increased the subscription; it could not make ends meet on a subscription of 70s. a year; and so, because of rising costs, it increased the subscription to 120s. a year. The same applies in every walk of life when one is faced with rising costs. Charges have to be increased to meet them.

I am rather surprised at the attitude of some members of the Opposition to the East West road proposal, and the raising of the status of the Perth Airport at Guildford by lengthening the runways to take jet aircraft. I refer not only to members in this House, but also to members in another place who have criticised the proposal.

A short time ago, Mr. Teahan said that he could not appreciate how the East-West road proposal would benefit Western Australia, and considered it would be to its detriment. Let us have a look at the facts. The population of this State is approximately 700,000; and on the other side of this country there is a population of almost 10,000,000. Who is going to benefit if the East-West road is sealed? We must benefit because the biggest number of people would naturally travel from that side to this side, rather than *vice versa*.

The Hon. A. F. Griffith: That seems fairly logical to me.

The Hon. L. A. LOGAN: It is logical; and I think it might be timely to remind members that the tourist trade is probably the most lucrative trade of all. As

regards the proposal to improve the standard of the Perth Airport, I do not know how many members watched TV the other night when Basil Atkinson, Mr. Mitchell, and Rigby and Ward appeared on the show and discussed national travel and tourism. During the discussion Mr. Atkinson said that only 12,000 Americans came to Australia each year as tourists. Surely, as the population of America is 140,000,000 or 150,000,000, there is terrific scope for us to attract more tourists if only we can provide the facilities! We should be able to increase the number to 25,000 or 30,000, but we have to provide the necessary facilities for those tourists.

An American tourist does not travel to one particular place and then go home; he travels on a circuit. Therefore it is essential that the Perth Airport be a part of that circuit to ensure that American tourists will come to Western Australia. I think the Chevron-Hilton Hotel which is to be built in Western Australia will form part of that chain, and thus we will be able to make facilities available for these tourists to complete the circuit with Western Australia being included in the itinerary. That can do nothing but good for this State.

Both Mr. Jones and Mr. Lavery said they felt that since they had been members of Parliament they had not been able to accomplish very much by their speeches in this House, or by the questions they had asked; in other words, they wanted to know what had been accomplished in their electorates since they had been members. I think it would be a good idea if they looked back over what has been accomplished in their respective provinces since their election. If they did, I think they would find, the same as I did when I studied the position, that a good deal of progress has been made.

I do not claim that I have been responsible for all—or even half—of what has been accomplished in my province, but at least I can claim credit for some of the things that have been done. I have been able to get things done through my own work, or through working in co-operation with the other members who represent that area. I have no hesitation in saying that members need not worry about that aspect, because they have justified themselves as members of this House. If they look at the position, they will see that much has been accomplished.

They are the only items I wished to discuss. Firstly, I wanted to let Mr. Baxter know the position of the Children's Court, and I also wanted to let Mr. Davies and Mrs. Hutchison know that we were watching the interests of John Citizen in the South Perth development, and in the care of our foreshores and rivers. I support the motion.

On motion by the Hon. F. J. S. Wise, debate adjourned.

House adjourned at 7.40 p.m.

Legislative Assembly

Thursday, the 25th August, 1960

CONTENTS

	Page
QUESTIONS ON NOTICE—	
Albany Prison : Selection of site	788
Char and Coke Briquettes—	
Sale to Japan	788
Establishment of industry at Collie	788
Dental Clinics : Assessment charts	788
Housing : Erections at Cloverdale, Queen's Park, and Wilson	789
Metropolitan Transport Trust : Purchase of new buses	789
Mt. Magnet School : Additional classroom	787
Mundijong Water Supply : Provision of reticulated scheme	788
Pressurised Timber : Treatment at Pemberton	787
Price of Domestic Electricity : Collie-Bunbury and Perth-Fremantle	787
Racing : Payments to clubs	787
Railways Department's Loss : Burakin-Bonnie Rock and Lake Grace-Hyden lines	789
School of the Air—	
Duties of teacher	788
Two-way radio sets for parents	788
Violet Valley : Standard of maintenance by lessee	789
BILLS—	
Abandoning Debtors Act Amendment Bill : 2r.	787
Administration Act Amendment Bill—	
2r.	795
Message : Appropriation	802
Church of England in Australia Constitution Bill : 2r.	789
Evidence Act Amendment Bill : 2r.	794
Firearms and Guns Act Amendment Bill : 2r.	798
Fruit Growing Industry Trust Fund Committee (Validation) Bill—	
2r.	796
Message : Appropriation	802
Judges' Salaries and Pensions Act Amendment Bill—	
2r.	791
Message : Appropriation	802
Land Act Amendment Bill : 2r.	793
Metropolitan (Perth) Passenger Transport Trust Act Amendment Bill—	
2r.	794
Message : Appropriation	802
Metropolitan Region Town Planning Scheme Act Amendment Bill—	
2r.	800
Message : Appropriation	802
Metropolitan Region Improvement Tax Act Amendment Bill : 2r.	801
Native Welfare Act Amendment Bill—	
2r.	799
Message : Appropriation	802
Stock Diseases Act Amendment Bill : 2r.	792
Supreme Court Act Amendment Bill—	
2r.	790
Message : Appropriation	802
Vermion Act Amendment Bill—	
2r.	796
Message : Appropriation	802