

and take in more and more of those growing citizens who can no longer be helped by our schools.

The Shire of Perth has been very generous in the past in supporting this work in many quarters. It sees the need now for some clear planning to ensure that money spent is spent fairly and to the best effect in the community.

The shire recently sponsored a meeting of representatives of nearby youth organisations in the Maylands Town Hall with the suggestion that a proper district youth committee, under the Youth Education Scheme of the Education Department, be formed. This has now been done following this public meeting. The groups decided it would be better to act together rather than for each organisation to keep trying alone. The clubs realise that co-ordination would not interfere with their own work. They keep their own identity and their autonomy, but as a single voice they can speak on behalf of all to the shire and to the Education Department.

We hope to persuade the Education Department to provide a full-time youth organiser to look after the special needs of these groups; to build up an equipment pool to be used by all; to help make their activities more interesting; and to help train their leaders. We are allowed to use any suitable school rooms and facilities for night and weekend use for the good of the young people.

We realise, of course, that even with this assistance and expansion, it is not likely that the existing youth organisations can attract all the 2,000 of the 14s to 20s in the district. However, with shire help we hope to establish youth centres where those who are unattached can have somewhere to go, someone to meet, and something worthwhile to do in a friendly atmosphere and decent surroundings.

Through this district youth committee the Education Department can provide lecturers for hobby classes—for those who want to take part in them—and for almost any type of leisure activity from ballroom dancing to motor maintenance, and from make up and deportment to simple dramatics as well as all types of physical activities and skills, perhaps even billiards.

Of course, this scheme for the left-school-young-adult is only following general educational planning which is already well established in other countries. In Maylands we hope at least to set a successful pattern for many other districts in Western Australia to follow. I hope the newly formed Youth Council of Western Australia, which has been this Government's practical recognition of the need to organise this work, will soon be in a position to stabilise our efforts in Maylands, Mt. Lawley, and Inglewood. In any case, we are going ahead on our own as far as we can.

The Maylands electorate is a growing one and big plans for future needs must be made. In the field of recreation it may not be too much to hope that the well placed and spacious area of the Maylands Aerodrome may one day become, for our community, a sports centre and leisure time area which could well be this State's show place.

Debate adjourned, on motion by Mr. Graham.

House adjourned at 5.42 p.m.

## Legislative Council

Tuesday, the 10th August, 1965

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

### QUESTIONS (6): ON NOTICE

#### OVERSEAS TRADE

##### Excess of Exports over Imports

1. The Hon. H. K. WATSON asked the Minister for Mines:

In respect of Australia's overseas trade during the year ended the 30th June, 1965, what were:—

- (a) the amount of Western Australia's excess of exports over imports; and
- (b) the net collective result of all the Australian States and Territories, other than Western Australia?

The Hon. A. F. GRIFFITH replied:

- (a) Preliminary figures show a trade balance in favour of Western Australia of £44.7 million.
- (b) Preliminary figures show an unfavourable trade balance of £171.4 million for all other States and Territories.

Note—These figures do not reflect the total balance of payments figures for Australia. Preliminary figures show a deficit of approximately £375 million on current account for Australia which would indicate a capital inflow of over £200 million.

No dissection of this figure of capital inflow is available by States at this juncture.

### ATOMIC FALL-OUT

#### *Protective Measures: Investigation*

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

In view of news reports that a Commonwealth committee is about to embark on a five-year survey of capital cities seeking buildings which provide protection against atomic fall-out, the State Government is requested to advise—

- (a) which type of structures are considered to give protection against atomic fall-out; and

#### *Advice to Public*

- (b) is it the responsibility of the National Safety Council or any other organisation to advise the public of Western Australia on the best measures to be adopted in the event of atomic fall-out being a hazard to health?

The Hon. A. F. GRIFFITH replied:

- (a) It is understood that, under Commonwealth direction, a building survey will be carried out in the capital cities of each State. It is considered by civil defence authorities that existing basements, lower floors, and parking areas below street level are capable of giving considerable protection against atomic or nuclear fall-out. As part of this survey, it is likely that city buildings will be subject to inspection and recommendations as to improvements necessary.
- (b) The task of advising the general public on protective measures will be shared by the Commonwealth and State civil defence organisations in association with Government departments and public organisations.

3. *This question was postponed.*

### PARENTS AND CITIZENS' ASSOCIATIONS

#### *Funds Raised: Use for School Facilities*

4. The Hon. F. J. S. WISE asked the Minister for Mines:

- (1) Will the Minister ascertain from his colleague, The Hon. E. H. M. Lewis, whether he, as Minister for Education, is aware of the following:—

- (a) That members of parents and citizens' associations provide time and strenuous labour in servicing school canteen services for the State?
- (b) That large sums from the profits of canteen services—even though food is supplied at reasonable rates—are paid annually into school funds to provide school needs?
- (c) That complete school libraries are being supplied by parents and citizens?
- (d) That very expensive sporting equipment, cinema equipment, and public address systems are supplied to schools from efforts by parents and citizens' associations?
- (e) That parents in some districts have large sums in hand to provide halls for schools?
- (f) That the Cuisenaire system of teaching, where installed, has been wholly supplied by parents and citizens' associations?
- (g) That costly school equipment, not supplied by the department but considered necessary by headmasters, is paid for by parents and citizens?
- (h) That on a conservative estimate, through the parents and citizens' associations, parent money from immediate communities has provided over £100,000 a year in cash to State school needs?

#### *Minister for Education: Comment on Pressure Groups*

- (2) If it should so happen that the Minister for Education is aware of the above, and the many unmentioned services provided by parents and citizens, does not the Minister for Mines consider that the remarks of his colleague on Tuesday last, when he is reported to have said to the Parents and Citizens' Federation that their reasonable submissions "would

turn them into undesirable pressure groups" showed a lack of appreciation of their work, and were unkindly, ill-considered, and undiplomatic in the extreme?

The Hon. A. F. GRIFFITH replied:

My colleague, the Minister for Education, has advised me as follows in reply to the honourable member's questions:—

- (1) (a) Yes.
- (b) Yes.
- (c) No. There are subsidy and grant schemes through which the department bears a large share of the cost of libraries.
- (d) Yes, under subsidy scheme.
- (e) Yes.
- (f) A partial recoup is payable by the department on sets purchased in this way.
- (g) Yes.
- (h) While the exact amount is not known, it is believed that the sum stated is an over-estimate.

- (2) The Minister for Education has also informed me that the speech made to the Parents and Citizens' Federation was reported out of context. Earlier in the Minister's speech he had commended the federation for its very valuable assistance to the Government over many years in the cause of education, and particularly the very valuable contribution made by two of its members who sat on the department's Secondary Education Curriculum Committee three or four years ago; and he expressed the opinion that it was these matters on which the federation had a very great potential value.

Mr. Lewis advised the individual associations, and this "advice" was later interpreted by the Press as a "warning" not to become pressure groups, as happened last year, but that representations made by individual associations, and particularly by the federation itself, would continue to receive very careful consideration.

Mr. Lewis has also informed me that since he made this statement many members of Parliament have indicated to him privately their approval of his statement regarding pressure groups.

## MINERAL CLAIMS AT JANDAKOT

### *Departmental Objections*

5. The Hon. R. THOMPSON asked the Minister for Town Planning:
  - (1) Is it the intention of—
    - (a) Main Roads Department;
    - (b) Western Australian Government Railways; or
    - (c) Metropolitan Regional Planning Authority, to object, in the Wardens Court, to the granting of mineral claims in the Jandakot area?
  - (2) If any of the above Departments are not objecting, would he kindly supply the reasons for not so doing?

The Hon. L. A. LOGAN replied:

- (1) Yes.
- (2) Answered by (1).

## ROYAL PERTH HOSPITAL

### *Accident Cases and Overcrowding*

6. The Hon. E. C. HOUSE asked the Honorary Minister assisting the Minister for Health:
  - (1) For the years ended the 30th June, 1964, and the 30th June, 1965, how many beds at the Royal Perth Hospital were required for accident cases?
  - (2) Is the present overcrowding at the Royal Perth Hospital caused by the high road toll necessitating hospitalisation of accident cases?
  - (3) How many beds are at present occupied by accident cases?

The Hon. G. C. MacKINNON replied:

- (1) Year ended the 30th June, 1964, approximately 10 per cent. of the beds were occupied by road accident cases and in the following year approximately 11 per cent.
- (2) No. 50 per cent. of the beds are occupied by persons over the age of 60. Accidents cause temporary overcrowding at peak periods.
- (3) Between 70 and 80.

## LEAVE OF ABSENCE

On motion by The Hon. S. T. J. Thompson, leave of absence for six consecutive sittings granted to The Hon. T. O. Perry (Lower Central) on the ground of ill-health.

On motion by The Hon. J. Dolan, leave of absence for twelve consecutive sittings granted to The Hon. F. R. H. Lavery (South Metropolitan) on the ground of ill-health.

## ADDRESS-IN-REPLY: FIFTH DAY

### *Motion*

Debate resumed, from the 5th August, on the following motion by The Hon. E. C. House:—

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

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

**THE HON. J. DOLAN** (South-East Metropolitan) [4.46 p.m.]: I would like first of all, Mr. President, to express my pleasure that you are presiding over the deliberations of the Council. I would offer my congratulations to The Hon. Graham MacKinnon on his elevation to ministerial rank; and might I add that I feel it is a fitting reward for the zeal he has always shown in the House. I would also offer my congratulations to Mr. Baxter on his reappointment as Chairman of Committees. To the new members I extend a welcome, and I hope their stay will be enjoyable and that their deliberations will bring credit to themselves and add lustre to the State.

The next matter on which I wish to address myself is a problem which concerns all States, and I refer to the terrible toll which is being paid on the roads by motor vehicles. I would also refer to the fact initially—so that members will be aware of what a great problem it is—that experts estimate that this terrible toll costs Australia £17,000,000 annually.

I propose to deal with the question under four headings: Firstly, car drivers; secondly, vehicles; thirdly, our roads; and fourthly, pedestrians. In dealing with vehicles, might I mention first of all that 40 per cent. of all the accidents and fatalities on our roads involve only one vehicle? That means there is nobody to blame except the driver; so what can we do to improve the standard of our driving? Might I suggest first of all that the Government consider very seriously—and I know it has considered the matter—the introduction of probationary licenses for a period of at least 12 months? I have heard objections to this plan but I feel there are many avenues in life where a probationary period is necessary.

I can remember that when I had served my period of training as a teacher I had to spend two years on probation before being issued with a certificate. Although a teacher might be very highly qualified academically—his college record might be excellent, and his teaching record could also be excellent—it does not ensure that he will be granted a certificate immediately he leaves college. He has to show in practical working that he can cope with and fulfil the duties of a teacher. I think that should be the case with every driver. I also think there should be a stiffer test—and a recurring test—for all drivers.

The Hon. A. F. Griffith: We have a probationary period for juveniles.

The Hon. J. DOLAN: That is for some only. I am referring to all drivers. I would suggest that when a driver is renewing his annual license, if he is over a certain age, he should be required to produce a certificate of physical fitness for the task he has in front of him.

Serious breaches, of course, should bring heavier penalties—I would refer to excessive speed, dangerous driving, and drunken driving. Although the penalties are severe, I believe they cannot be too severe.

When I was in Queensland in recent months I was told that in that State the authorities had increased the penalties to the stage where they were £100 or six months' gaol, or both, for a first offender.

The Hon. F. J. S. Wise: In what category was that?

The Hon. J. DOLAN: In the category of drunken driving. For a second offence the penalty has been increased to £200 fine, or 12 months' gaol, or both.

I should now like to refer to a campaign carried out by the English Government over the last Christmas period, a campaign which cost the Government £625,000. In my view we should take advantage of any of the findings that were made as a result of the investigations in that country. One of Britain's greatest advertising agencies was used for the campaign and the first essential was a slogan. After considerable investigation of numerous slogans it was eventually decided to adopt the following: "Don't ask a man to drink and drive."

Technically the advertising profession in England thought the campaign was conducted in a magnificent way and that it was most impressive. However, when it was all over the main question was: Did the campaign work and achieve what was intended? In other words, did it reduce the impetus of drunken driving on the roads, and the number of fatalities? The road research laboratory, which was responsible for tabulating the results of the campaign, came to the conclusion that it did not know, after spending all that money. The Minister for Transport (Mr. Fraser) was not satisfied with the results. He said the time had arrived in England for action, and he felt that words and

appeals to motorists were of no value whatever. He stated further that instead of making appeals to their common sense, and showing them pictures of horrible smashes, fatalities, and so on, it was far better if they were given gaol sentences or crushing fines.

That is the opinion of this expert committee in Britain; and I feel the time has arrived when a problem of this nature must be tackled in such a way that nobody can have any doubts that we are doing the best we can to solve it.

My second point relates to vehicles; and if I make a couple of references to figures from New Zealand I would like members to realise that New Zealand has the second largest motor density in the world, exceeded only by the United States, but it has one of the lowest accident and fatality rates in the world. For every 10,000 vehicles in New Zealand there are 4.5 deaths annually; in Australia the figure is eight. So members can see that if I offer suggestions to the House, based on what is being done in New Zealand, I believe those suggestions should receive the consideration they merit.

In New Zealand, for example, all vehicles are compulsorily inspected every six months. Might I suggest that when we apply annually for the renewal of our vehicle licenses there could at least be some form of vehicle inspection, even if only of the brakes, lights, and tyres. That would be only every 12 months, whereas in New Zealand, of course, there is a compulsory inspection every six months. In New Zealand, car owners are given a little sticker, the same as we have when our car licenses are renewed, and that is stuck on the car. My feeling is that it is much better to know before an accident than after it that a vehicle should not be on the roads.

I believe, too, that all vehicles should be fitted not with but for safety belts, and then the onus would be on the owner of the vehicle to install them if he wished. If this suggestion were adopted it would at least suggest to him that it would be advisable for him to have safety belts in use in his car. I do not want to waste the time of the House quoting figures to show the great value of safety belts. I was at the opening of the Royal Automobile Club's new building a couple of weeks ago, and I was most impressed when His Excellency the Governor, in referring to this problem, said that the use of safety belts would, in 80 per cent of accidents, have minimised the great road toll.

In my view we have reached the stage where we must ask ourselves: Do we or do we not believe in their efficacy? If we do we should do the utmost to see that we, as members of Parliament, set an example to the rest of the community. I often feel how absurd it would be if, when one is given instructions in an aircraft to fasten one's safety belt, the captain of the craft

completely ignored the instruction. On many occasions I have expressed the view that it is the duty of every member of this House, if possible, to set an example to the rest of the community. However, it depends on our own personal feelings and our own personal beliefs. I cut from yesterday's issue of *The West Australian* this little par—

Seat belt saves top racing driver

A safety belt saved Victorian racing driver, Peter Manton, yesterday.

That was Sunday, so the comments are right up to date.

He walked away unhurt after his Morris Cooper crashed at 110 mph at Warwick Farm, Sydney.

He was lying second to Norm Beechey when he lost control as he tried to overtake Beechey's Ford Mustang in the main straight.

Manton's car struck a safety barrier and somersaulted into the air, overturning several times.

The car was wrecked, but Manton was held securely by his safety belt.

Manton said later he would have been flung from the car only for the safety belt.

Might I add to that illustration the fact that the fastest driver in the world, Sir Malcolm Campbell, always uses a safety belt when he is driving his car, because he realises from past experience, when he was nearly killed, that without safety belts we are running a risk.

The next contributory factor to the road toll is the roads themselves, and we should do everything we can to make them safer. I realise, of course, that on the score of expense we cannot build perfect roads; but there is one danger spot on all major roads and that is the hiltops. I noticed the roads being built in the north at present, and more particularly those being built by American companies, have one-way traffic on hiltops. The responsible authorities realised that accidents on the crests of hills were so common and so constant that something had to be done about them. This was one way which, it was thought, would reduce the accident rate.

Where that is not possible, might I suggest what is being used in England to a considerable extent—the use of cats' eyes? I know they are being used now on some roads, and they indicate to motorists the necessity of keeping to the left when they are approaching the crest of a hill. I was greatly impressed by the fact that on the Queensland highways, and on the New Zealand highways too, there are advisory speed signs. I know we have them here now, particularly on the highway to Northam and out on the Wanneroo Road, but I feel the time has arrived when we must

extend them to all our highways. Only in the last fortnight a start has been made on installing them on the highways in New South Wales. The Princess Highway and the Hume Highway between Melbourne and Sydney have these advisory speed signs displayed. I think in the next month or two they will be placed on the Western Highway and the Pacific Highway.

While I was travelling by bus I watched the drivers very carefully when we approached one of these advisory speed signs, and I was very impressed by the fact that when the sign recommended that the speed be reduced, not very far ahead there was generally a traffic hazard.

We must warn our motorists about the dangers on the roads; although I realise that some fools will kill themselves no matter what we did to try to prevent them. If we warned them that there was a bottomless pit on the other side of the hill they would still go over to see whether it was there. I do feel, however, that these signs are one way by which to reduce the road toll, and we should take advantage of them. The local governing bodies should co-operate with the Government in the erection of these signs, and as they are erected motorists should become subject to the law. In New South Wales the speed limit on the highways has been reduced to 60 miles per hour; there are speed limits varying from 35 miles per hour to 60 miles per hour.

The final point I wish to make about the highways is that, of all fatalities, one out of every five occurs on such roads. So they are definitely danger spots, and we must give attention to them.

The Hon. A. F. Griffith: I am glad we will be able to look forward to your support.

The Hon. J. DOLAN: If my support is wanted to reduce the road toll in any way, I can guarantee the Minister will have it completely.

I now come to the question of telegraph poles in the metropolitan area. It was only a fortnight ago that two men were killed as a result of their vehicles hitting telegraph poles in the metropolitan area. I could show the safety first authorities hundreds of posts in the metropolitan area which constitute a definite danger. I could show where these posts are located on Canning Highway, East Fremantle, right on the edge of the road; on the kerb. Only in the last couple of weeks two or three posts which were knocked over by motorists have been replaced. They are definite danger spots.

I would now like to comment on the remarks made by Mr. Jones last week when he referred to "Stop" signs and said that Perth was fast becoming a place of "Stop" lights and "Stop" signs. He made particular reference to Princess Road. I spent two years at the Teachers' Training College at Princess Road, and I do not altogether agree with what Mr. Jones said.

Accordingly, yesterday afternoon when I was driving home from Parliament House I drove along Princess Road—and I did so again this morning—to have a look at the particular spots referred to by the honourable member, where he felt four "Stop" signs were not necessary.

The first "Stop" sign is in Bay Road, which is a through road from Stirling Highway down to Victoria Avenue. This carries an immense volume of traffic by comparison with Princess Road, which is more or less an access road for householders rather than for vehicles moving from one side of the city to the other. Approaching the Practising School alongside the Teachers' Training College, although there was no "Stop" sign, there was a large sign indicating a school. Such a school sign would be sufficient for me, as a normal driver, because I would realise there might be children around the place, and I would exercise more than usual caution.

The next street in question is Vincent Street. It is a through street taking the traffic across the highway into Dalkeith, and other suburbs. Another through street is Bruce Street, and the final street in question is Broadway, but the sign there affected only those motorists coming into Broadway, and not those leaving it.

My experience was that on those streets traffic was moving in every direction. That was yesterday afternoon and this morning after 9 o'clock, which are really off periods. I can well imagine what a danger it would be without those "Stop" signs at peak periods. I can commend the authorities for having installed those "Stop" signs; they only install them after a careful investigation has been made of the neighbourhood, of the number of accidents, of the volume of traffic, and so on.

My own feeling in the matter is that if a "Stop" sign prevents one fatality every 10 years it is justified. Far from limiting the number of "Stop" signs in the metropolitan area, my inclination would be to increase them.

I now come to the question of pedestrians. We have all seen this problem for ourselves. We have the type who has a look at the lights which probably show, "Don't Walk" and he thinks to himself that he will take a risk and walk across. Then there is the fellow who wants to save time, and, a few yards short of the crosswalk, dives across. Then again there is the person who darts in and out between vehicles; and we have the type who feels that the motorist will stop anyway. Finally, and most important of all, of course, there is the sensible fellow who, when he comes to the lights, waits until he gets the go ahead and then crosses. He is the one who generally lives longer than the others.

I am reminded of the time when I was a young teacher at Fremantle Boys' School. The playing space at the school

was very confined, and, as a consequence, a day never went by without seven or eight children receiving first aid attention. Some of them had been knocked unconscious as a result of there being nowhere for them to play. At that time the headmaster of the school was very keen on safety measures, and he introduced a rule which, in all seriousness, I would recommend be followed by the authorities, particularly by the police lecture groups that visit the schools. I suggest they make their slogan the one that was recommended by the headmaster of the school.

The authorities could start with the children when they were very young and they would probably carry it through to their old age. When the rule in question came into operation I was one of those who had to police it, and the headmaster imposed penalties on those who disobeyed it. The rule was, "Do not run, walk." If anyone ran around a corner, or anything like that, I was responsible, as the teacher, and the culprit would have to interview the head, who would point out that the offender was not doing the right thing.

Not only did the accident rate drop, but when it was necessary for us to take a party of children from that school to Perth, or to any interschool function, we always found it a pleasure to do so. I have not known children who were so traffic conscious; nor do I know of a school where the accident rate was so low. I brought my own children up on this slogan, and if I took them anywhere and they met with an accident, I was always sure it was the other person who was to blame and not my children, because they were so well versed in the slogan to which I have referred.

The Victorian Government has started to deal with this problem by the construction of overways. A fund of £60,000 has been established to erect these overways, which are to be built at certain picked danger spots near schools, and so on. They are to protect pedestrians. I would suggest there are many such traffic danger spots in this State that could do with overways. There is Albany Highway, Beaufort Street, and East Street in East Fremantle, where we find the children coming and going to and from the convent and the John Curtin High School, and where these children have to face traffic coming from all sides. Even though there is a crosswalk, accidents still occur. There have been 20 or 30 accidents of varying degrees of severity in the past year.

We all know how marvellous our overways are. At South Perth and Como they can take hundreds of people in complete safety from one side of the Freeway to the beach on the other side. More of these overways should be established even though the cost is very great. In Victoria it is estimated that they cost £10,000 to £11,000,

but if this means that a few lives will be saved it will be money well spent, because the economic waste of even one life lost is deplorable.

Having referred to the rule of "Do not run, walk" for pedestrians, I would like to mention another for motorists. When there is a risk of an accident there are generally three courses that a motorist can follow: First, he can accelerate to get past the other fellow; second, he can slow down; third, he can stop. I would suggest that motorists use these in reverse order. The first thing they should do is stop; the second is to slow down; and the third is—and then only in unusual circumstances—to accelerate to get out of danger.

During the last session of Parliament I raised the question of deaths caused through tractors. The replies I received to my questions were quite good, but I was not altogether happy with them, because the figures prove that the fatality rate as a result of tractors is greater than that caused by motorcars. So when I raised the question I was raising a very serious problem. Seeing that I had raised the matter I took the precaution to take cuttings from the papers when I happened to see that somebody had been killed as a result of a tractor rolling over and crushing him. I took note of these accidents, and I found that since the beginning of this year an 18-year old youth was killed at Toodyay when a tractor rolled over him, another was killed near Morawa, and another near Bridgetown.

In Victoria a special grant has been made by the Rural Credits Department of the Reserve Bank of Australia for Dr. Lang to study the problem. Dr. Lang felt this was something that was long overdue and thanked the bank for making the money available for his investigations. I would stress the fact that in various parts of the State the machinery now being used is much bigger than that used a few years ago. This machinery is becoming more and more complicated, and the danger of serious injury or death is far greater. Recent investigations and tests carried out in the Eastern States reveal an appalling ignorance of these machines by their drivers. We must do something to ensure that men placed in control of such dangerous weapons—if I may use that expression—know how to handle them.

If members would like an example of how dangerous these machines can be, they have only to cast their minds back to the fellow who ran amuck with a machine up north. He could have destroyed an entire town if he had not been pulled away in time.

The Hon. A. F. Griffith: He was not operating an ordinary tractor.

The Hon. J. DOLAN: I am referring to the big machines that are being used up north.

The Hon. A. F. Griffith: This man really had some weight behind his purpose!

The Hon. J. DOLAN: I think I have said enough about that particular topic, and I will turn to a subject about which I have spoken in the last two sessions of Parliament. I refer to decimal currency. When I spoke about it the session before last, the changeover seemed so far off it did not matter. Last year it was still a long way off, but now it is only a matter of months before we have to face up to the problem. I still feel we are not doing enough to educate the public on the subject, and therefore the changeover will not be as smooth as we would like it to be.

In the other States of Australia efforts are being made to do something about it. I referred last year to the fact that the Egg Marketing Board in Victoria promoted its eggs and at the same time carried out a campaign in respect of the use of decimal currency. At the end of the year the board conducted a carnival at which the children spent the money, and so the public are becoming accustomed to its use.

*The Courier Mail*, the main newspaper in Brisbane, has for some months been mentioning the two currencies. Whenever a sum of money is mentioned, the appropriate dollar value is placed in brackets alongside. This makes all those who read the paper aware of the connection between pounds and dollars.

I referred to other ways in which it could be done. I suggested an approach to the Retail Traders' Association to see whether all retail firms would place the two prices on articles. In *The Courier Mail* of last Friday, the retiring President of the Retail Traders Association urged every one to prepare for the new decimal currency. He felt the retail traders were not doing enough to make the public aware of the vast implications of the changeover.

The tickets for the football finals in Victoria this year are to have the present charges placed on them and the equivalent decimal charges alongside, so that those who will have their tickets for some weeks before the games will have an opportunity to study them and become aware of what is involved. In South Australia all country bus tickets are issued with the double currency on them, which gives another opportunity for educating the public.

I notice that in *Tractor Talk*, a publication issued by Chamberlains to 40,000 readers—and this is the only occasion I have seen an effort made to educate the public of Western Australia—the same system is adopted as in *The Courier Mail*.

All prices have the equivalent in dollars alongside them, and I would recommend it for the observation of all members.

The Postmaster-General's Department has set a wonderful example to the rest of the community in an effort to lighten the effect of the new charges which are to occur. The ordinary stamp, which is the 5d., for a letter will be 4c., which is 4.8d. It is estimated that the department will lose at least £30,000 on ordinary postage. What it loses on that will probably be picked up on other postages. We pay 8d. for 2 oz. at the moment, and in the new currency it will be 7c. which is 8.4d. Therefore the department will pick up amounts like that to make up for the losses. However, all told, the Postmaster-General's Department in the first year of operation of decimal currency is to budget for a loss of £800,000. I take it that as time goes on the department will gradually bring charges closer to their present equivalent and will eventually break even.

We pay 2d. for a half-crown postal note. After the 14th February, 1966, that will be 2c., which is 2.4d. The 5s. postal note, on which we pay 3d., will be 3c., which is 3.6d. We can imagine the fuss there has been in Victoria about this, because the 5s. postal note has a big application. Those here who buy Tatt's tickets will know to what I am referring.

Just as we are now able to buy a booklet with one dozen stamps in it for 5s., next year we will be able to buy little booklets of 15 4c. stamps for 6s., or, if we are using the decimal currency, 60c.

It is estimated that the two currencies will operate for about two years, and during that changeover period extreme difficulties will be experienced. If members have been into a chain store and bought three items at 1s. 10d. or 1s. 11d. each and waited for the shop girl to work out the total price, they can imagine the difficulties they will experience when the prices are in cents and dollars.

The National Association of Retail Grocers has produced a publication for its staff containing all the details of decimal currency, and it proposes to issue a similar publication for the benefit of consumers.

One final point concerning decimal currency. We have at the moment a sum of money known as a guinea, which has a wide application. Professional men will understand that. Members of Parliament will be interested in this, too, because they send to various causes donations ranging from £1 1s. to perhaps £10 10s. When they come to write their cheques out next year, and cheques will be part of the dollar system, they are either going to cut down and send \$4 instead of £2 2s., or add a little more and make it \$5. If they do the latter, they will find that their allowance for the year will be exceeded considerably.



Country members of Parliament will be particularly interested in this point from another angle. It has been the custom, as long as I can remember, at bloodstock sales, and other such sales, for the animals to be sold for so many guineas. The extra shilling has been the commission for the auctioneer. What he will do when taking bids in dollars, I do not know. He will have to be a pretty slick auctioneer to get the extra dollars.

The Hon. F. D. Willmott: He will get it on the cent.

The Hon. J. DOLAN: I think so, too. These auctioneers have always been pretty slick; but they will have to coax the fellow paying out, too.

The Hon. A. F. Griffith: Ask Mr. Willmott how he spelt "cent".

The Hon. J. DOLAN: If he is a sheep farmer, I can imagine! The next subject on which I wish to say a few words is air pollution. In Newcastle, a city which has been practically ruined, we might say, through air pollution, B.H.P. has finally decided that it will spend £2,700,000 in the next five years to try to solve the problem. That is a terrific amount of money; but that was a decision made at the last annual meeting.

Two Health Department doctors conducted a survey in Newcastle and eventually submitted a report to the effect that everyone living in Newcastle, breathing the air with all its pollution and so on, was experiencing the same effects as if they had been smoking 10 cigarettes per day. I do not know whether smokers will feel that was too bad, but when we consider that is being experienced every day by every person, it is not so good. However, the company is going to install the latest machinery to try to overcome what I might call a scourge.

A Director of Air Pollution Control in Queensland has just been appointed and is expected to arrive this month. He is Dr. Alan Gilpen, who was a former air pollution officer in Cheshire in England; and, as we know, this is a big industrial area. During the seven years of his appointment he completely solved the problem there, and he is hoping to do the same in Queensland. When interviewed, he said facetiously that the way to end air pollution was to stop industry. That is a simple solution, of course, but not one which would appeal to everyone.

Our pollution engineer in Western Australia (Dr. Macey) is a very highly qualified officer. He is the only one in Western Australia who is a Fellow of the Institute of Fuel, and one of nine in Australia. I wish him luck, and hope he carries out his duties fearlessly and keeps our air as pure and clean as it is now.

I was going to say a few words on certain features of education, but I feel it might take too long, and another occasion

might be more opportune. I would refer to the fact that this year there was a fuss over what was called the Petch Report on examinations. It always amazes me that we are prepared to go overseas to get experts to come here to tell us what is wrong with something. I am always reminded of the definition of "specialist"; namely, "A person who learns more and more about less and less until he knows everything about nothing."

We go for specialists and experts in a big way and bring them from overseas because they have a reputation. They make an examination and then report. In this case an examination was made of the examination system, and naturally, as always, people with varying views have criticised or applauded the report.

I would suggest we have men who have spent their lifetime in education here and who are just as well equipped as he was to make a report with which everyone would find favour.

Another problem, of course—and I feel I must say a few words on this—is modern youth. When the first call-up for the Army was made and about one-third was rejected, we had the usual cry about the youth of this country getting soft and having this, that, and the other thing wrong with them. It was said that they were not as well physically as they should be. I will not go along with that one scrap. The youth and manhood of today are much better equipped physically and mentally than we were in our day; and when people try to ram down my neck that they are not, I will not have it.

I will admit there is in the community, a small percentage of those whom we can call odd mod bods. We had the spectacle of one place closing down recently because of the behaviour of some of these people. However, I was impressed—because I feel this is partly the solution of our troubles today—with an article in the Press recently which was headed, "Mods Take a Good Look—at Themselves". It is only when we look at ourselves that we see our shortcomings. We might try it sometimes—perhaps when we are shaving of a morning.

The Hon. L. A. Logan: You can see too many wrinkles then!

The Hon. J. DOLAN: These mods got together and called a meeting—I think in Pier Street—and discussed their problems. They want to work out their own destiny. That is necessary. When we can get these people to take a good look at themselves and discuss their failings and the attitude of the community, generally, to them, and when they can work out a solution, we are getting somewhere towards the answer to our delinquency problem. It might not work out like that, but too many are trying

to interfere in their lives and tell them what to do. Let them have a go themselves, and if they succeed it will save us a lot of bother.

I wish to comment on the fresh bread question, which was raised last week. When the Bread Act was revised and amended—I do not know whether it was last session or the session before—I spoke during the debate. At that time the bakers themselves came up with two possible solutions to this vexed problem. One was that milk bread should be used, and the other that the bakers should produce what they call bread rolls.

I have tried both the milk bread and the bread rolls, and I have found that milk bread is very palatable even after four or five days, and that bread rolls can, with a little treatment, be made just as palatable.

The occasions mentioned last week occur only two or three times a year, and surely it is not too much to ask even those people who value their comfort and who are, perhaps, concerned over their digestion to just let the position go on as it is—other people are satisfied—and give the milk bread and the bread rolls a trial.

I feel I have spoken long enough, and I conclude by once again thanking the officers and officials of Parliament House. I have enjoyed the utmost courtesy and efficiency from them since I have been here, and I wonder at just how efficient they are. Also, the State Public Service officials with whom I have had dealings have been most efficient and courteous, and I commend them and feel that the State is very well served by the wonderful Public Service that we have. I have pleasure in supporting the motion.

Question put and passed; the Address-in-Reply thus adopted.

#### *Presentation to Governor*

**THE HON. A. F. GRIFFITH** (North Metropolitan—Minister for Mines) [5.32 p.m.]: I move—

That the Address-In-Reply be presented to His Excellency the Governor by the President and such members as may desire to accompany him.

Question put and passed.

*House adjourned at 5.33 p.m.*

## Legislative Assembly

Tuesday, the 10th August, 1965

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