

teachers is taken away and the schools become two-teacher schools. Naturally this means that the children are divided into two classes instead of three, and this results in considerable overcrowding because it is not as simple as it sounds. The classes are not balanced out so that there are 35 in each room. Sometimes there is a greater number in one room than in the other.

It is felt there should be some flexibility allowed in that minimum number, particularly in the case of a school which has a number of native children attending. The Ongerup school is one that has quite a large proportion of native children attending, and it is felt this is a matter that needs some consideration because in respect of the classes in such schools a greater number of problems arise than in respect of the straight classes. I therefore hope that the Minister for Education will give the matter some consideration.

I feel I have occupied sufficient time tonight with my comments. They are not really grouches, because I feel the Government has done a wonderful job over the past few years and I hope it will continue to do even better in the ensuing three years. With those few remarks I conclude.

Debate adjourned, on motion by The Hon. N. E. Baxter.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [8.18 p.m.]: I move—

That the House at its rising adjourn until 4 p.m. tomorrow (Thursday).

Question put and passed.

House adjourned at 8.19 p.m.

Legislative Assembly

Wednesday, the 8th August, 1962

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The SPEAKER (Mr. Hearman) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS ON NOTICE**WATER: CANNINGTON-WATTLE GROVE AREA***Extension of Main: Tabling of File*

1. Mr. HAWKE asked the Minister for Water Supplies:

- (1) Is there a departmental file dealing with a suggested or proposed extension to a water main in the Cannington-Wattle Grove area?
- (2) If so, has the file been tabled since Parliament opened recently?
- (3) If not, when will it be tabled?

Mr. WILD replied:

- (1) to (3) File M.W.S. 640998/61, which deals with a requested extension in Grove Road, Wattle Grove, has been already tabled. However, if the Leader of the Opposition is referring to some other extension and cares to give more specific information, I shall be pleased to table the relative papers.

PEARSE BROS.*Completion of New Factory at North Fremantle*

2. Mr. HAWKE asked the Minister for Industrial Development:

- (1) Has the proposed large-scale modern factory to house the footwear-making operations of Pearse Bros., North Fremantle, yet been completed?
- (2) If not, when is the building likely to be completed and occupied?

Mr. COURT replied:

- (1) and (2) The company agreed to erect a factory of modern design to produce not less than 1,000 pairs of footwear a week and having a minimum area of 10,000 square feet to replace the North Fremantle factory, which was partly destroyed by fire and which has been resumed to make way for the new bridge.

As the company was unable to finance the new factory the Government agreed to purchase land and erect a factory on a rental basis with option of purchase.

Subsequently a receiver was re-appointed on advice from the company that it was unable to carry on operations as footwear manufacturers and proceed with the new building.

The Government has indicated its willingness to consider assistance for the establishment of new premises if a sound proposition is submitted.

3. *This question was postponed.*

TRANSPORT LICENSE: PERTH-WITTENOOM RUN*A.B.A.'s. Priority on Perishable Goods*

4. Mr. BICKERTON asked the Minister for Transport:

- (1) Does the motor transport license covering the Perth-Wittenoom run state that the A.B.A. company has priority on perishable or other goods carted to Wittenoom?
- (2) If so, what are the details?

Mr. CRAIG replied:

- (1) No.
- (2) The conditions of license provide that—
 - (a) on the north-bound journeys, first priority shall be given to perishable foodstuffs for delivery to the town of Wittenoom, second priority to perishable foodstuffs for delivery to other places north of the 26th Parallel of south latitude, third priority to perishable foodstuffs for delivery to the townsite of Paynes Find, and thereafter any class of loading may be carried;
 - (b) on the south-bound journeys, loading shall consist only of goods (of any class) from Wittenoom.

WATER METERS*Unmetered Domestic Properties*

5. Mr. TONKIN asked the Minister for Water Supplies:

- (1) How many domestic properties being supplied with water are unmetered?
- (2) How many domestic properties which were metered did not have excess water consumption during last financial year?

Mr. WILD replied:

- (1) Separate records for domestic properties and other consumers are not maintained; but of 21,350 unmetered services at the 30th June, 1962, it is considered that domestic properties would not exceed 2,000.
- (2) As stated, domestic properties are not segregated from others, but it is estimated that 29 per cent. of metered domestic properties did not incur excess consumption for 1961-1962.

6. *This question was postponed for one week.*

RAILWAY ADMINISTRATION BUILDINGS

Erection on Accounts and Audit Branch Site

7. Mr. D. G. MAY asked the Minister for Railways:

- (1) Is it the intention of the Government to erect administration buildings on the present site of the Accounts and Audit Branch, W.A.G.R.?
- (2) If so, what branches of the W.A.G.R. will be accommodated in the building?
- (3) What is the anticipated date the building will commence?
- (4) What is the anticipated date the building will be completed?
- (5) If the answer to No. (1) is "Yes," will he state what is contemplated by way of railway buildings, etc., on the corner of Wellington and Pier Streets?

Mr. COURT replied:

- (1) A final decision has not been reached on the site for the proposed administration buildings for the Western Australian Government Railways. The current examination of the best way of lowering the railway through the city will have an influence.
- (2) to (5) Answered by No. (1).

WATER SUPPLY REVENUE

Receipts from Thornlie for Excess Water

8. Mr. D. G. MAY asked the Minister for Water Supplies:

- (1) Will he kindly advise the amount of excess water revenue received from the Thornlie area for—
1960-61;
1961-62?
- (2) Is it a fact that excess water consumption registered for 1961-62 is abnormal by comparison with previous years?
- (3) If so will he indicate the reason?

Receipts from Meter Inspections

- (4) What was the amount of revenue received for the inspection of meters requested by residents for 1960-61, 1961-62?
- (5) What is the inspection charge?

Mr. WILD replied:

- (1) Thornlie comprises the major portion of Canning Vale North consumers and the excess water revenue for this latter area was—
1960-61—£992.
1961-62—£2,225.

- (2) The excess water consumption for 1961-62 is not abnormal when lesser rebates consequent upon reduced rates, higher price for excess water, and seasonal conditions are taken into consideration.

- (3) See answer to No. (2).

- (4) Nil.

- (5) No charge is made.

ELECTRICITY SUPPLIES AT ALBANY

Changeover of Supply

9. Mr. HALL asked the Minister for Electricity:

- (1) When did the official changeover take place at Albany, from Albany power supply to S.W. Power Scheme?
- (2) How many times was Albany completely without power as supplied by the Albany power scheme, for the years 1956-57, 1957-58, 1958-59, 1959-60, 1960-61, 1961-62?

Sale of Power House

- (3) Is it the intention of the State Electricity Commission to sell the Kelly Street power house as a working unit?
- (4) If not, is it the intention of the commission to sell the Kelly Street power house, Albany, for scrap?

Compensation for Power Failures

- (5) In the event of further power failures, causing loss to commerce and industry, by way of lack of refrigeration, will the Government make good the losses as experienced by such businesses?
- (6) Does he not feel that emergent power supply is necessary to enable sewerage and hospitalisation to be carried out efficiently.

Mr. NALDER replied:

- (1) On the 13th July, 1962.

(2) 1956-57	....	....	....	nil
1957-58	....	....	....	1
1958-59	....	....	....	2
1959-60	....	....	....	3
1960-61	....	....	....	2
1961-62	....	....	....	3

- (3) No.

- (4) Three of the five engines will be sold for scrapping.

- (5) No.

- (6) Sewerage and hospital authorities normally decide what emergency supplies they need.

SCHOOLROOMS*Hire to Outside Organisations*

10. Mr. O'NEIL asked the Minister for Education:

- (1) Is he aware that conditions for hire of schoolrooms by organisations not specifically associated with schools or joint activities, have been drastically altered?
- (2) What are the new conditions appertaining to the use of schools for meetings, etc.?
- (3) What are the reasons for the alterations?
- (4) As many worth while bodies, such as district progress associations, sporting bodies, etc., will undoubtedly find difficulty in arranging meeting places at a reasonable cost, will he give consideration to reverting to conditions previously obtaining?

Mr. LEWIS replied:

- (1) No. Conditions have been altered, but not drastically.
- (2) (a) The use of schools by other than bodies associated with educational or youth functions or common welfare activities is granted only where no other suitable buildings exist in the district. Provision for this is not new and has been included in the departmental regulations for many years.
(b) Fees, where chargeable, have been increased.
- (3) (a) To encourage organisations other than the above to use the alternative accommodation provided in the district for such purposes.
(b) To cover increased costs such as lighting and cleaning.
- (4) Yes. This matter is at present being reviewed.

MINERAL CLAIMS*Survey of No. 90 and No. 292*

11. Mr. TONKIN asked the Minister representing the Minister for Mines:

- (1) Did the surveyor who was directed to survey mineral claims No. 90 and No. 292 carry out his assignment?
- (2) If mineral claim No. 90 was not surveyed, what was the reason?
- (3) Was there a dispute at the site between Langley George Hancock and the surveyor concerning the ground to be surveyed as mineral claim No. 90?
- (4) If there was a dispute, what were the points at issue?

Mr. BOVELL replied:

- (1) to (4) An objection has been filed to the survey ordered by the Minister for Mines, and will shortly come before the Warden's Court for consideration. The subject matter of these questions, therefore, is *sub judice*, and should not be answered.

EMPLOYMENT COUNSELLING CENTRES*Ontario Experience*

12. Mr. TONKIN asked the Premier:

- (1) Is he aware that it is claimed for the vocational counselling centres which are maintained by the Ontario Regional Office of the Canadian National Employment Service and which were inaugurated in 1947 to serve applicants over 45 years of age that up to 75 per cent. of the applicants secure positions after counselling, many of them on their own initiative, and of the successful applicants as many as 90 per cent. have been found to be still working at their selected jobs 18 months later?

Establishment by Commonwealth Government

- (2) As employment counselling is playing an increasingly important role in helping older workers to make the most of their work capacities, to develop or adjust their skills where necessary, and to find really suitable employment, will he have inquiries made with a view to recommending to the Commonwealth Government that counselling centres be established in Western Australia as an adjunct to the work of the Commonwealth Employment Service?

Mr. BRAND replied:

- (1) I have no information on this matter, other than that contained in the honourable member's question.
- (2) The suggestion will receive consideration.

TOURIST DEVELOPMENT AUTHORITY*Payments to Bunbury Town Council*

13. Mr. TONKIN asked the Minister for Tourists:

- (1) What is the total amount of money which has been made available by the Tourist Development Authority, since its establishment, to the Bunbury Town Council to assist the council to carry out proposals for the advancement of tourism?

- (2) What proposals submitted by the town council were not approved for assistance from the Tourist Development Authority?

Greatest Locality Allocation of Financial Assistance

- (3) What locality has been granted the greatest amount of financial assistance to promote tourism, and what is the amount?

Mr. BRAND replied:

- (1) £97 for the construction of two public launching ramps for boats. The Tourist Development Authority has agreed to provide two-thirds of the cost (approximately £2,000) of fishing platforms, Collie River Bridge.

	£
Tourist Development Authority	1,333
Bunbury Town Council	267
Harvey Shire Council	267
Dardanup Shire Council	133
	<hr/>
	£2,000

A project requiring substantial expenditure at the main beach has been suggested.

The Director of Tourist Development informed the Bunbury representatives that such a project, subject to inspection and approval by technical experts, would receive very sympathetic consideration by the authority.

- (2) (a) Financial assistance for development of Rocky Point, involving construction of concrete fishing platforms and access tracks thereto over the surface of columnar basalt rock which comprises the immediate shore line. Refused in accordance with policy of the authority. Similar requests have been refused in the interest of public safety.
- (b) Financial assistance for construction of small flat for accommodation and ladies' rest room with toilets—Ocean Drive. Refused for the reason that the flat would be for the exclusive use of the lessee of the Bright Spot and the amount of use of the ladies' rest room would not justify expense involved. Similar requests from other councils have been refused.
- (c) Financial assistance for construction of caravan park. Application refused in accordance with the policy of the

authority which is not to subsidise caravan parks where private enterprise is able to provide adequate accommodation. Similar requests refused in Busselton and Mandurah.

- (3) Albany Town Council—£15,565.

VEHICULAR TRAFFIC ACCIDENTS

Number at Intersections and Truncations

14. Mr. GRAHAM asked the Minister for Transport:

What number of vehicular traffic accidents were reported as having occurred at intersections and truncations in the metropolitan area during each of the last three years respectively?

Mr. CRAIG replied:

	1959 (a)	1960 (a)	1961 (b)
Controlled by police	29	8	8
Controlled by traffic lights	475	620	365
Uncontrolled	3,785	4,309	3,138
(a) Includes non-casualty accidents "over £10" damage.			
(b) Includes non-casualty accidents "over £25" damage.			

I have also copies of traffic accidents statistics prepared by the bureau for those three years; and these can be made available to the honourable member.

GOVERNMENT PRINTING OFFICE

Inquiries by Treasury Officer

15. Mr. GRAHAM asked the Premier:

- (1) Have any investigations or inquiries been undertaken, or plans been considered, for the purpose of changing the administration, control, set-up, or ownership of the Government Printing Office?
- (2) If not, what has been the object of activities of a certain officer attached to the Treasury Department, in relation to the Government Printing Office?
- Quotes for Government Work*
- (3) Is Government printing work being given to private firms without the Government Printing Office having an opportunity of submitting quotes?
- (4) Is the Government Printing Office permitted to quote for Government orders on its own financial calculations, or on a basis determined elsewhere?

Basis of Quotes and Formula

- (5) What is the basis of making up quotes?
- (6) Who determined the formula?

Mr. BRAND replied:

- (1) and (2) The inquiries being made by the Treasury are simply exploratory with a view to determining the feasibility of removing the accounts of the Government Printing Office from the Consolidated Revenue Fund so as to place the undertaking on a separate accounting basis.
- (3) In some instances yes, but by far the major proportion of Government printing requirements is carried out by the Government Printer.
- (4) On its own financial calculations entirely.
- (5) Actual costs of operating the printing office, which include labour, materials, administration and overheads.
- (6) The Government Printer in accordance with accepted printing practice.

- (5) If spraying is to be made compulsory for control of San Jose scale, when will growers be advised?

Mr. NALDER replied:

- (1) The recommended sprays for San Jose scale control for apples and pears include a dormant spray consisting of Superior type Winter Oil and Gusathion, and petal fall and summer sprays using Superior type Summer Oil and Gusathion. The petal fall and summer sprays are recommended where scale is a problem. For stone fruits, the Superior type Winter Oil plus Gusathion is recommended at bud swell, or Lime Sulphur, excepting apricots, as a late dormant spray.
- (2) Yes, in districts where apples and pears are grown commercially and where San Jose scale is a problem.
- (3) It is considered that such materials as Gusathion, when handled correctly as recommended, should be quite safe provided that all directions given on the label are followed.
- (4) The latest date recommended for the winter dormant spray for apples and pears is the first week of September.
- (5) Draft regulations are in the course of preparation. In the meantime, owners of orchards where San Jose scale is a problem are being issued with compulsory notices to carry out control measures.

STATE ELECTRICITY COMMISSION

Number of Wages and Salaried Staffs, and Payments

16. Mr. JAMIESON asked the Minister for Electricity:

- (1) How many wage employees are in the service of the S.E.C.?
- (2) How many salary employees are in the service of the S.E.C.?
- (3) What was the total amount paid in wages during the last financial year by the S.E.C.?
- (4) What was the total amount paid in salaries during the last financial year by the S.E.C.?

Mr. NALDER replied:

- (1) 1,571.
- (2) 710.
- (3) £1,651,789 13s. 3d.
- (4) £1,039,310 16s. 4d.

SAN JOSE SCALE

Spraying Programme

17. Mr. DUNN asked the Minister for Agriculture:

- (1) What spraying programme is being recommended by the Department of Agriculture to control San Jose scale?
- (2) Is it intended to make a spraying programme compulsory?
- (3) Are any sprays, dangerous to human life, to be recommended or insisted upon, such as Gusathion?
- (4) What is considered to be the latest date that winter dormant sprays can be safely used?

TOTALISATOR AGENCY BOARD

Agencies in Metropolitan Area

18. Mr. JAMIESON asked the Minister for Police:

- (1) How many T.A.B. agencies directly manned by T.A.B. employees are situated in the metropolitan area?
- (2) How many T.A.B. agencies are run by commission agents in the metropolitan area?

Mr. CRAIG replied:

- (1) 52.
- (2) 34. But a number of employees are about to become agents.

WATER SUPPLY: "HOUSE SERVICES"

New Method of Installation and Cleaning

19. Mr. CURRAN asked the Minister for Water Supplies:

- (1) Is he aware that a demonstration before responsible members of his department and at least two members of Parliament was held early

this year, of the method of installing "House Services" from the mains with copper sleeves and installing and cleaning under pressure without shutting off the the water?

- (2) Is he aware that this demonstration with the new method as compared with the old was an outstanding success?
- (3) Is he also aware that this new method can clean ferrule cocks under pressure, thereby relieving the necessity for replacement thus saving the department thousands of pounds?
- (4) Is he also aware that this new method is simplicity itself to operate and for that reason the training of men to handle it is reduced to a very short period?
- (5) Can he state reasons why this new method has not been adopted by his department?
- (6) Will he arrange a further demonstration of the existing system as against the new and invite interested members of Parliament to attend?

Mr. WILD replied:

- (1) and (2) Yes.
- (3) A small proportion of ferrule cocks can be so cleaned and some saving is effected thereby.
- (4) Whilst a reduced training period is needed, additional skill is required of the operator.
- (5) This method is now being used by the department.
- (6) In view of the department having adopted this new method it seems no useful purpose would be served.

PEARL CULTURE

Leases and Production

20. Mr. KELLY asked the Minister for Fisheries:

- (1) How many leases have been granted for the purpose of undertaking pearl culture and at what centres?
- (2) How many individual lessees are involved?
- (3) Under what titles are they operating?
- (4) What production has been achieved in each case since inception?

Sale and Value of Pearls

- (5) Are the culture pearls sold through auction or by private negotiation?
- (6) What is the total value of all culture pearls produced in W.A.?

Mr. ROSS HUTCHINSON replied:

- (1) (a) 11. Three have been surrendered.
(b) Brecknock Island and Kuri Bay (Brecknock Harbour), Sampson Inlet, Curlew Bay and Malumbo Anchorage (King Sound), Gales Bay and Bay of Rest (Exmouth Gulf).
- (2) 4.
- (3) Exclusive licenses issued under section 35 of the Pearling Act, 1912-1949.
- (4) As only one firm is producing pearls, the other three being in the experimental stage, it is not desirable to publish information concerning the production and value of culture pearls produced, or in any other way disclose details of any firm's business.
- (5) Private negotiation.
- (6) See No. (4).

OLD-AGE PENSIONERS

Shortage of Single-unit Homes

21. Mr. CURRAN asked the Minister representing the Minister for Housing:

- (1) Is he aware of the desperate shortage of single-unit homes for old-age pensioners?
- (2) Has the Government made any plans with regard to alleviating this position?
- (3) What is the number of pensioners now on the waiting list for pensioners' flats?

Mr. ROSS HUTCHINSON replied:

- (1) The Government is aware of a need for single-unit accommodation.
- (2) Yes. The State Housing Commission has erected a block of flats, and is calling tenders in the next few weeks for another large block of flats. The Government has also assisted a number of organisations, which are housing pensioners, with substantial areas of land, together with professional services, free of cost, for the erection of buildings.
- (3) It has been found necessary to lay down criteria for qualification for single-unit accommodation, on an income and property basis. Although there are 1,000 applications listed at present, a previous survey of approximately 600 applications, after applying the criteria, together with withdrawals and declines, reduced this figure to 126.

NEGLIGENT DRIVING**Marital Immunity Against Insured Drivers**

22. Mr. EVANS asked the Minister representing the Minister for Justice:

- (1) Is he aware that marital immunity against insured drivers, arising out of cases where the husband or wife is injured as a result of the negligent driving of the other, has been abolished in South Australia?
- (2) Is he further aware of a statement made in a joint judgment delivered in the Full Court of Victoria, by Herring C.J. and Dean, J. in *McKinnon v. McKinnon* (1955) V.L.R. 81 at 85, in respect of marital immunity in such cases, the concluding words of the statement being "We therefore feel it proper to draw the attention of Parliament to this matter and suggest that the time has arrived when husband and wife should be permitted to sue each other in tort"?
- (3) Will he give earnest consideration to legislation to bring about this reform in this State?
- (4) If the answer to No. (3) is in the negative, would he consider introducing legislation to set aside the decision of the English case *Chant v. Read* (1939) 2K.B. 346, in a similar fashion to what has been done in the majority of Australian jurisdictions?
- (5) If the answer to No. (4) is in the negative, is it intended that the anomalous position is to remain in this State that a third party involved in a collision where a husband and wife have also been involved, would be unable to succeed in a claim for contribution against the husband, because he would be unable to show that the latter "would if sued, have been liable in respect of the same damage"?

Mr. COURT replied:

- (1) Yes.
- (2) Yes.
- (3) The question of an amendment to the legislation to give the right of a spouse to sue the other spouse for damages arising from traffic accidents, and its effect on premiums, has been referred to the Premiums Committee appointed under the Motor Vehicle (Third Party Insurance) Act. The matter has not yet been finalised. It is not thought wise, by legislation,

to permit a spouse to sue the other spouse in respect of any other tort.

(4) See answer to No. (3).

(5) See answer to No. (3).

CROWN LAND**Acreage Released and Occupied**

23. Mr. KELLY asked the Minister for Lands:

- (1) What total acreage of Crown land has been released and occupied during the years from 1952 to 1962 inclusive?
- (2) What acreages released in each year were regarded as suited to—
 - (a) pastoral;
 - (b) grazing in rural districts;
 - (c) cereal production;
 - (d) other purposes?

Nullarbor Plain Allocations and Rentals

- (3) Have any large areas of the Nullarbor Plain country been allocated; and if so, what area, and when released?
- (4) What rentals are payable on this country?

Mr. BOVELL replied:

- (1) and (2) Details are not available.
- (3) Yes: Eleven areas totalling 8,500,000 acres released and allocated in September, 1961.
- (4) Land rentals payable at the rate of 3s. per 1,000 acres per annum, subject to reappraisalment.

INDUSTRIAL DEVELOPMENT**Firms Assisted and Amounts Provided**

24. Mr. OLDFIELD asked the Minister for Industrial Development:

- (1) What was the total amount of assistance (cash and kind) provided for—
 - (a) locally financed established industries;
 - (b) new locally financed industries;
 - (c) overseas companies to establish local industries;
 - (d) Eastern States companies to establish local industries;
 from the 1st July, 1959, to the 30th June, 1962?
- (2) What were the firms and the amounts provided in each instance?

Mr. COURT replied:

(I)

	Guarantees	Loan Fund	Grants	Interest Payments met from Consolidated Revenue Fund	Total
	£	£	£	£	£
(a)	577,775	469,192	24,095	124,834	1,195,896
(b)	6,000	49,500	....	....	55,500
(c) ....	....	146,072	59,058	....	205,130
(d) ....	....	193,007	8,000	....	201,007
	583,775	857,771	91,153	124,834	1,657,533

These figures do not include such items as the cost of advisory services rendered to local industry by officers of the Department of Industrial Development or freight concessions such as on pyrites for local processing.

- (2) I am not prepared to give itemised details of the firms and amounts. Much of this detail is contained progressively in the Public Accounts issued annually.

I might add that if the honourable member would like to obtain the information from me privately I will have it itemised. I am prepared to show it to him.

QUESTIONS WITHOUT NOTICE

BROOME

Provision of Deep-water Port

1. Mr. RHATIGAN asked the Premier:

Now that the Commonwealth Government in the Budget introduced last night is providing an amount of £300,000 for a new jetty at Derby, will he take immediate action to provide out of State loan funds a jetty in deep water at Broome?

Mr. BRAND replied:

The honourable member was good enough to give me some notice of his intention to ask this question. In view of the heavy commitments with respect to other harbour facilities in the State, it will not be possible to make any financial provision this year for a deep-water port at Broome.

GOVERNMENT PRINTING OFFICE

Quotes for Government Work

2. Mr. GRAHAM asked the Premier:

Arising out of the answer given today to my question No. 15 (4) will he check that answer as I have good grounds for believing that the information supplied is not in accordance with fact?

Mr. BRAND replied:

Yes; I am always willing to check any reply given to a question.

SPEAKERSHIP IN A LABOR GOVERNMENT

Occupancy by a Country Party or Liberal Party Member

MR. NALDER (Katanning—Deputy Premier) [4.47 p.m.]: With your permission, Mr. Speaker, I wish to make a personal explanation. There has been a persistent effort on the part of the Leader of the Opposition to persuade this House and electors generally that as a result of perhaps a deadlock resulting from the by-election at Bunbury he could possibly persuade a member of the Country Party to accept the office of Speaker in this House and thus allow him to form a Government without having a general election.

Mr. Graham: Given the seat away already!

Mr. NALDER: On behalf of the Country Party members of this House I want to make an emphatic denial that any member would accept this office.

Mr. Graham: Portfolio before members.

MR. BRAND (Greenough—Premier) [4.48 p.m.]: I, too, wish to make a personal explanation along the same lines.

Mr. Graham: Policy speeches.

Mr. BRAND: I have received from each member of the L.C.L. in this House a categorical denial that he would do anything to assist the Labor Party to become the Government of this State.

MR. HAWKE (Northam—Leader of the Opposition) [4.49 p.m.]: I ask permission—

Mr. Ross Hutchinson: I think you should!

Mr. Graham: I think he will, too.

Mr. HAWKE: —to make a personal explanation. I would point out that after the Bunbury by-election the existing situation could be very dramatically changed; and in that new situation and the new circumstances which would then exist some members on the other side of the House at present might have different views.

In regard to the denial by the Premier I wish to say I have never said publicly or privately that any member of

the Liberal Party would accept the Speakership to enable a Labor Government to be in office. What I did say was that some of them look upon the Speakership of the House with longing eyes and would regard occupancy of that position as a great personal honour and decoration for them.

Mr. Brand: They would become traitors to do it!

Mr. HAWKE: What I said in addition was, I thought the cast iron discipline of the executive of the Liberal Party—of the men behind the scenes of the Liberal Party—would make it impossible for any one of them to dare to accept the position.

Mr. Ross Hutchinson: A disgraceful story!

LEAVE OF ABSENCE

On motion by Mr. H. May, leave of absence for two weeks granted to Mr. Davies (Victoria Park) on the ground of urgent public business.

ADDRESS-IN-REPLY: FIFTH DAY

Motion

Debate resumed from the 7th August on the following motion by Mr. Runciman:—

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

May it please your Excellency:

We, the members of the Legislative Assembly of the State of Western Australia in Parliament assembled, beg to express loyalty to our Most Gracious Sovereign, and to thank Your Excellency for the Speech you have been pleased to address to Parliament.

MR. FLETCHER (Fremantle) [5.11 p.m.]: I would like to offer you, Sir, my congratulations. It may or may not be an appropriate time to do this in view of the recent explanations regarding the Speakership, but I propose to do so. I extend to you, Sir, my congratulations on your re-appointment. I go so far as to say that I hope you will not be removed from your lofty position except through the medium of an election.

Mr. Ross Hutchinson: Hear, hear!

Mr. Graham: A change of Government, I think he meant.

The **SPEAKER** (Mr. Hearman): Order!

Mr. FLETCHER: During your term, Sir, you have shown me—particularly during my first year here—much tolerance. I do appreciate it. I know that the new members will be appreciative of the tolerance you will undoubtedly show them. I congratulate those new members on their

election to this House. I would be less than honest if I did not admit I would have preferred to see more than one Labor representative among those elected.

I would also like to express my condolences to the family, relatives, and close friends of the late member for Bunbury. Reference was made earlier today to the pending Bunbury by-election. I would like to say this: The campaign, as it develops, will undoubtedly remind relatives and friends of the late member for Bunbury of what has created the necessity for this by-election. It will undoubtedly have a saddening effect upon the family, and others. I feel for the family, as the late member for Bunbury was a comparatively young man to be stricken down in such a manner. George Roberts, as Chairman of Committees, was, like yourself, Sir, very helpful and tolerant to me; and he frequently advised me of the best course I should adopt in order to bring matters before this House. I very much appreciate all he did for me in the past.

There are several matters I wish to bring forward. I have raised some of them at every opportunity. First of all, I would like to refer to the subject of tradesmen. The member for South Perth referred to this the other evening, and I promised to submit figures to demonstrate that a dangerous situation is developing with regard to the training and availability of apprentices in Western Australia, and has developed since this Government came to office. I will demonstrate the position to the best of my ability, and I do not ask for any interjections from the member for South Perth. It is not my intention to be provocative; I merely wish to produce figures. I do not intend to tell the House the number of apprentices in any particular shop. I will present an over-all picture, and I hope to do this with the minimum of interjections.

During the past three years we have seen an alarming decline in the number of apprentices. I believe the present Government has done this State a grave disservice in reducing the labour force of the Public Works Department to skeleton proportions. It has allocated to private firms work which traditionally has been done in Government shops. The balance existing in 1959 between private enterprise and Government undertakings has been drastically upset. Government tradesmen, who trained our apprentices, have been scattered. There is no use our denying that. I know this to be true within my own trade; and it is borne out by the fact that Mr. Ward is now overseas trying to recruit skilled tradesmen. Members may refer to *Hansard* to prove my point.

When I was in Mr. Ward's office, he asked me whether I knew where the tradesmen were going. I did know. I knew they were going to the Eastern States—and to the best of my knowledge they are still

there. They have been scattered to private enterprise in the Eastern States, and many of them who are now not so young are looking for work.

Mr. Court: A lot of tradesmen are coming back here.

Mr. FLETCHER: Labor members could see this coming; they could see this situation arising. A question was asked in this House, on the 8th August, 1961, as to what extent the Public Works Department labour force had declined since April, 1959. The Minister replied—and I hope the Minister for Industrial Development is listening to this—that 929 were retrenched and 460 resigned. There is a story attached to that figure of 460. Because of the insecurity felt within the work force of the Public Works Department and other Government departments, 460 men resigned and 929 were retrenched. There was a total decline of 1,389. If any member on the opposite side of the House doubts my word, I suggest he consult *Hansard* where these figures will be found. That is the over-all picture.

Mr. Grayden: That is not the position in the railways.

The SPEAKER (Mr. Hearman): Order!

Mr. FLETCHER: I am giving the over-all picture. Another question was asked on the 9th August, 1961. The figures given in the reply represented the number of architectural apprentices of the Public Works Department engaged in 1961. The Minister replied that in 1958—when a Labor Government was in office—there were 224 apprentices. In 1961, with the present Tory Government in office, there were 42 apprentices; 42 apprentices compared with 224!

I ask members opposite, and I ask the electors of Western Australia: Can they wonder why a lad is unemployed when they see the scattering and dissipation of this work force which traditionally is a training ground for apprentices? A lad is often in a job having no future because of the lack of Public Works Department tradesmen within the various trades. Many members on both sides of the House know of families which are so affected.

I admit that some private firms do accept apprentices; but, and this is important, not on the same basis of one apprentice to three tradesmen which applies in Government shops. Vocational guidance officers have suggested parents should apprentice their sons to a trade; but the same worried parents have asked me, "Where?" Private employers are not interested to the same extent as Government departments in the training of apprentices.

I am sure members will agree that we, as parents and legislators, have a responsibility to our youths and to our State. I believe the present Government has

overlooked that responsibility in scattering the work force which in the past trained our apprentices. We have a responsibility to ensure the maximum absorption of apprentices. I believe the alternative is technological mediocrity, in regard to technical and industrial expansion.

Mr. Court: Why didn't the unions support the apprenticeship proposal when it had been agreed to by the unions' representatives on the committee?

Mr. FLETCHER: There would have been no need for trade unionists to negotiate or participate had not the Government created a situation which made the conference necessary because of the dissipation of the P.W.D. work force.

Mr. Court: That is not so. This was a new and approved method of apprenticeship.

Mr. FLETCHER: The Minister need not attempt to sidetrack me from what I intend to say.

Mr. Court: I think it is a pertinent question. The union representatives agreed with the committee that this was a method which ought to be adopted, and your party knocked it back.

Mr. Jamieson: Which party knocked it back?

Mr. Court: The A.L.P.

The SPEAKER (Mr. Hearman): Order!

Mr. FLETCHER: The Government, of which the Minister is a member, created the situation which made that conference necessary.

Mr. Brand: Do you support it?

Mr. FLETCHER: During the war years, tradesmen of Western Australia manned ships' engine rooms, made munitions, and made corvette and locomotive engines at the W.A.G.R. workshops and State Engineering Works. After the war they were employed in repairing and maintaining boilers and other plant supplying power for our homes and industry. The Brand Government then instituted an inquiry into the shortage of apprentices—a shortage created by the Government in the manner outlined.

If members believe, as I do, that building and engineering tradesmen are the backbone of our economy, I suggest they support the retention and expansion of the small work force remaining in Government departments. Government departments should be given more work; which, in turn, would mean the employment of more tradesmen. If this were done, more apprentices could be trained.

Private firms cannot be bothered with the training of apprentices. During the last term of the present Government the system of apprentices' training collapsed.

The figures I have submitted are very convincing. They were given in reply to questions asked from this side of the House, where alarm is felt regarding lack of trade training for our youth.

Mr. Grayden: There will be twice as many apprentices employed this year in the railway system as when the Labor Government left office in 1939.

Mr. FLETCHER: The Government has to give some incentive to tradesmen. If it wants to woo parents to put their lads to a trade then it will have to make the trades sufficiently attractive for the boys to become tradesmen.

The other evening the Minister for Works, who is now preoccupied with the Premier, frankly admitted there were 25 vacancies but only nine applicants. I am not surprised at that, when parents and youth can observe the insecurity that exists in the engineering and other trades. They cannot see any security of employment. What guarantee have they that, while there is a Government like this in existence, their boys will—immediately after they have served their apprenticeship, assuming it is served in a Government workshop—be retained in employment? Their services could be dispensed with in the way I have outlined in regard to the 929 retrenchments; and there were 460 who resigned through a feeling of insecurity.

The basic wage at present is £14 18s. 9d., and a tradesman's margin is £4 16s., making a total of £19 14s. 9d., gross. That is whittled down considerably by taxation. I have outlined the role of the tradesman in the community; and I think that, because of the advantage he gives to the economy of the State, he is entitled to a more attractive wage than that.

I say this to the farmers' representatives opposite: Just as farmers cannot take off a crop year after year without putting something back into the soil, so secondary industry cannot carry on without putting something back not only in the form of plant, but in the form of better pay and conditions for the tradesmen in order to make the occupation attractive for the recruitment of apprentices.

Some would say, "How can this be achieved?" I refer members to the financial pages of our daily Press. Practically without exception the profits shown on those pages are more than sufficient to pay higher margins and provide better conditions for tradesmen and working people generally.

There is another matter that has acted like an economic barometer in relation to the situation over the last three years, or, in particular, during the period the present Government has been in office. Members might wonder at the figures I shall quote, as they relate to prison inmates. I will endeavour to demonstrate the significance of those figures.

I believe the number of prisoners in gaol rises as a consequence of crime arising from unemployment, low wages, and a feeling of insecurity. The figures I shall quote will demonstrate that. I shall mention first the over-all figures from the 14th May, 1953, back to the 14th March, 1962. They show that the total number of prison inmates at the 14th May, 1953, was 274; and on the 14th March, 1962, the total number was 523.

I shall now go back to the beginning of the period during which the present Government has been in office. When the Government assumed office—approximately on the 14th May, 1959—there were 354 inmates in Fremantle gaol. Approximately three years later—on the 14th March, 1962—there were 523. Those figures are significant.

Many of the Ministers opposite who should be interested in these facts, are not; they are preoccupied with other matters. I would like to say that the rise during this Government's term of office, from 354 to 523, is significant.

Mr. Cornell: Is the suicide rate the same?

Mr. FLETCHER: I have not got the suicide figures; but I do think the figures I have quoted could be considered an economic barometer in relation to hardship, poverty, and the crime that flows from such sources. The number of prison inmates has risen in proportion to the hardship that exists.

In regard to the prison itself, generally, with the overcrowding, the authorities are now regretfully contravening their own regulations. In some instances they have two inmates to a cell. I have mentioned this matter previously when speaking on other Address-in-Reply debates. Here is another important factor: The visiting facilities at the gaol are primitive. There are 94 visits a week, which is 18 per day—that is during the daylight hours. The permissible period of a visit is 20 minutes. I submit it is bad for the morale of inmates not to have visitors to see them; and even those who do have visitors can see them on only one day a month; and the authorities cannot cope with the visitors on that basis.

Last year's remarks in regard to this matter still apply. The prisoners, as a consequence of the fact that the prison is not in a proper condition and because they do not have a sufficient number of visitors, are undoubtedly disgruntled and embittered. As a result, they are more likely to return to the gaol.

This situation is frustrating to the gaol officers, at all levels, who look after the prisoners. Those officers are aware of the shortcomings. They are also aware, as is the Minister, of the lack of finance and facilities. As I have previously said, the gaol officers are dedicated men who are doing a remarkable job under difficult

conditions. I have spoken to some of them, and I know they are anxious to do more than is possible with the present facilities in regard to raising the percentage of rehabilitated prisoners.

The other night I asked the Minister a question in relation to this matter, and I intend to ask him further questions. If possible there should be more opportunity for gainful employment by the inmates of the Fremantle gaol. I suggest that the Minister should endeavour to hasten the removal of the Fremantle gaol to an adjacent market garden area where the inmates could be helpfully and gainfully engaged in the production of vegetables and other garden produce—to an extent sufficient to supply the gaol and other Government institutions.

I also suggest to the Minister that even now certain prisoners could, under the gaol officers' supervision, be transported to and from a market garden area adjacent to the prison, while awaiting the building of a new gaol and staff quarters. As I have said, the inmates could be gainfully employed in regard to their own institution as well as other Government institutions.

There are other matters which concern my electorate and on which I have previously spoken. Having heard the Federal Budget last night and the allocation of defence money, I do think some approach should be made to the Federal Government to allocate a sufficient portion of the the approximate annual £200,000,000 Defence Vote—I think last night the amount mentioned was £207,000,000—for the purpose of establishing a graving dock and a ship repair base in the Cockburn Sound area. I know this would not meet with the approval of the member for Albany, who considers Albany a more suitable site.

Such an installation could be allied to the State Engineering Works inasmuch as ship repair work would make possible the training of apprentices; and since the State Engineering Works were previously a training ground for apprentices, I think it advisable that any ship-repairing establishment should be allied to those works. Some of the Defence Vote could well be applied in providing facilities that could be used by tankers and other ships, thus providing employment for thousands.

Portion of the Defence Vote could also be used for the building of a vehicular breakwater that I have mentioned on previous occasions from Point Peron to Garden Island, as the first step in connection with the Naval Base. An amount of £200,000,000 is spent regularly year after year; and frankly, apart from the activity in connection with rockets in central Australia, I do not know where it is spent, because our military forces are at an all-time low and the naval establishment is in a similar position; and we can count on the fingers of both hands the number of planes in the Air Force.

As I say, there would be every justification to spend some of this money in the manner I have suggested; and if the money were spent in that way it could be considered a defence project—that is, the establishment of a graving dock and a ship-repair base in the Cockburn Sound area.

I will jump on to another subject in relation to shipping; and that is, small shipping. I remind members of the incidence of accidents to crayfishing and other fishing boats on our coast. I think a survey should be made—the Minister for Fisheries is occupied at the moment, but I do think a coastal survey should be made in the interests of the safety of the fishing fleet. There should be safe anchorages and storm refuges which should be marked with lights at night and prominent coastal triggs by day.

I assume that members opposite know what constitutes a trig. It could be mounted on a high headland to show the way to a safe anchorage in the lee or protection of a reef. If, for this purpose, lights were provided for craft at night and triggs were evident from well out at sea by day, then small craft, north and south along the coast on the crayfishing grounds and other fishing grounds, would be able, when necessary, to take advantage of the safe anchorages. It is very desirable that these anchorages be surveyed and shown on charts and maps, which should be made available to the crews of the small craft.

I also think that, from the point of view of the safety of the small craft, fishing boats should have decking and superstructure painted in a contrasting colour to the sea. What purpose is there in painting the superstructure of a boat blue? That is not a sea-contrasting colour. As a consequence a craft painted such a colour would be difficult to see from the air or from another ship. A more suitable colour could be found from the point of view of being visible to aircraft and to shipping.

I know that the vessels of the State Shipping Service travel sufficiently close to the coast to be a hazard to our small fishing craft. Those in authority in the State Shipping Service have often admitted that on many occasions their ships have been almost on top of a small fishing craft before it was noticed, due to the fact that the colour of the fishing boat did not contrast with the colour of the sea. I commend that suggestion to the Minister. He may possibly peruse my remarks in *Hansard* and take cognisance of what I have said on this subject.

I am also concerned about health matters; and just as other members have asked for housing for aged people, I believe that proper hospital facilities should be available for them. I suggest that a geriatric suburban hospital should be

built in conjunction with a home-care service controlled by major district hospitals staffed by visiting doctors, nurses, and physiotherapists. If such services were available it would assist in keeping aged people out of the major hospitals; and, where possible, they could be treated in their own homes and in their own environment. This would be to the advantage of both their physical and mental health.

It would also reduce the average bed cost, which is a big factor in hospital administration. Last year, when speaking on this matter, I quoted from the report of the Domiciliary Care Service and the William Lyne Geriatric Unit of N.S.W. I now wish to read two or three paragraphs from that report this evening, which are as follows:—

The report of the activities of the William Lyne Retraining Unit and the Domiciliary Care Service are presented together. These two activities represent complementary parts of an overall plan for the care and rehabilitation of the chronic and aged sick.

The aim of treatment in this field of medicine, as in any other is to restore and to maintain the patient in this community.

What I am concerned about is that many aged people, if admitted to a large hospital and thus removed from their homes and environments, suffer an immediate decline in both their physical and mental health. If in all principal suburbs small cottage hospitals were erected to care for aged people with the aid of the services rendered by visiting doctors and nurses, those aged people could be better cared for instead of their being admitted to big hospitals to the detriment of other members of the community who are in need of the beds, but who cannot be admitted to hospital because so many beds are occupied by aged people who often remain in hospital until they die.

Another matter which concerns Fremantle, and which I wish to bring to the attention of the Government, is that I would like the responsible Minister to assure the public that every effort will be made to co-operate with local authorities to retain and maintain all the beaches in the vicinity of Fremantle, and that the Government will ensure that no further industrial encroachments will be made into these beach areas; or, alternatively, if it is felt such encroachment is of the utmost importance it will be kept down to the minimum. I refer in particular to Leighton Beach where the railway yards have been extended to encroach into the beach area. I will admit the Minister for Railways was co-operative in ensuring that an underpass was built to permit the public to reach the beach in safety from the roadway.

The member for Cockburn also raised this problem last session when he complained of the encroachment of industries on to the beach areas to the south of Fremantle. There is no doubt that many people are greatly concerned about this industrial encroachment on the Fremantle beaches, and I therefore appeal to the Minister to prevent this trend from developing.

Another matter which I raised the other evening was in relation to the quick turnaround of ships, and I now wish to again quote some extremely convincing figures. Members on the Government side of the House were rather scornful when I pointed out that the cost of loss of time on the waterfront was not the principal cause of high shipping costs; but that the principal factor was that the shipping companies charged the freights they so desired without asking the permission of any authority.

The other evening I quoted figures from a trade union journal; but tonight I will quote from a business journal entitled *Shipbuilding, Ship Repair & Services*. This is the March, 1962, issue, which is circulated in April, and the important paragraphs I wish to quote are as follows:—

Fastest Turnaround, But Export Freights Up

A few weeks after a London firm of shipping analysts had reported Australia as the country with the quickest turnaround time for overseas shipping, the Federal Exporters' Overseas Transport Committee announced that there would be a permitted increase of 5 per cent. in overseas freights.

The firm of analysts, W. G. Weston Ltd., stated that the turnaround time of dry cargo ships on the Australian run was 6.1 days in the last half of 1961.

I hope the critics opposite are listening to these figures. Continuing—

The next reported best was the Great Lakes-St. Lawrence area with 6.5 days. North-West Europe averaged 8.4 days, Eastern Gulf coasts of America 10, West Coast of America 12.1, Britain 10.3, Japan 15.5, and South American ports 18.8 days.

Are members opposite listening to these figures? I would point out again that the average turn around of ships in the South American ports is 18.8 days, in relation to the Australian turn around time of 6.1 days as set in the last half of 1961.

Mr. Lewis: Does that refer to any particular kind of cargo?

Mr. O'Connor: Or any particular quantity?

Mr. FLETCHER: Would those members like me to read the figures again? I will also quote an extract in confirmation of the figures I have just read to the House,

which information has been made available by the April, 1962, issue of the *News Review*. This extract is as follows:—

A leading British shipping analyst (W. G. Weston Ltd.) has praised Australian port handling improvements and said that improvements in turn around time for dry bulk cargo ships was "striking".

That confirms what I said the other evening in that the waterside workers, with the aid of mechanised equipment which has been made available to them, have made possible the remarkable figures for the turn around of ships on the Australian run. I have quoted the over-all figures. Nothing that members on the opposite side of the House can say to the contrary can disprove those figures. I told the House the other evening that the overseas shipping companies and not waterside workers are those responsible for pricing us out of overseas markets. If members opposite are not satisfied with my statement they should accept and be satisfied with the figures that have been printed in one of their own journals.

In common with the member for Cockburn, I enjoy the privilege of attending stop-work meetings on the waterfront. I know these men extremely well. I have listened to their democratic discussions, and they compare favourably with the debates that are heard in this House. There is agreement and disagreement on subjects that are extremely important; but when a decision is reached, it is made by the majority on the waterfront and not by minority as is often alleged. Those decisions are more democratic than members opposite would give them credit for.

At a recent stop-work meeting I attended I heard discussion on the current Melbourne and Sydney waterfront disputes. Do members opposite know that a minimum number of men are being asked to handle wool bales, some of which are stacked seven high? The matter was reported to the members who attended this meeting by a Federal member who had come to this State for the purpose of addressing the monthly Fremantle stop-work meeting. It was reported that one bale fell from the stack and injured a worker on the Eastern States waterfront. Fortunately, we do not have such occupational hazards in our profession.

However, this union protested about the height of the stack of wool bales and the lack of sufficient men to handle them; but the Commonwealth Government, having inserted in the industrial arbitration legislation penal clauses which provide that if waterfront workers commit any act to express opposition to the fact that a minimum number of men are being employed to handle these wool bales, such an act would be in contravention of the industrial arbitration legislation, and the employer

could then say, "You will accept these conditions and like them." The men objected to such action and they were fined £500 in one day, and the next day they were again fined £500.

Do members opposite think there is any justice or equity shown in a situation such as that? The provisions of the industrial arbitration legislation say, in effect, "You will accept these conditions, and if you do not you will be fined." That is the very antithesis of democracy. Whilst I was present at the meeting, I also heard a report on the recent Kwinana dispute from the delegate representing the 400 Kwinana workers who had taken part in a stop-work meeting following the dismissal of one of their colleagues. I will admit that those 400 men have now returned to work. The delegate of these men had attended the W.W.F. meeting for the purpose of outlining the background of this Kwinana incident.

For the information of members, I would point out that it was reported by this delegate that the officer of the company who alleged he found a man smoking in the toilet, broke the toilet door down and injured the employee who was inside. The information which the Press has not published is that that employee said to the officer at the time, "Search me if you like; find cigarettes, matches, or tobacco on me." However, this worker did not have any matches or cigarettes on him. Nevertheless, purely on the say-so of that company employee who broke the door down, it was alleged that the worker was smoking.

This was not the only kind of treatment which aggravated the employees of the company. The same officer, overseer, or shift boss had previously found a worker sitting down having a late lunch. He assumed the man was loafing. The fact was that the man had been pouring concrete during his lunch hour, as a result of which he had to take a late meal. This officer, who knocked down the toilet door, did not knock the sandwiches out of the workman's hand, but kicked them out of his hand. On another occasion the same officer kicked a man in the posterior when the man was seen to be leaning over a pipe and assumed to be loafing.

Those were three occasions when that overseer was alleged to have used his feet on the employees. There is a limit to the treatment which the workers will stand. Such a practice as he adopted belongs to the past.

Mr. Guthrie: It is not even allowed in football.

Mr. FLETCHER: There is no need for the honourable member to introduce a jocular note. If 400 employees decide to go out on strike, such action is not inspired by the communists, as is alleged by members opposite; on this occasion the

men had every justification for what they did. The sort of employer-employee relationship to which I have been referring should be deplored. Many members opposite rise in protest to disagree when we on this side of the House sympathise with or justify the behaviour of the men.

That was the nature of the report given by the delegate for the 400 tradesmen and their assistants who went out on strike. I do not believe that 400 men can be induced to stop work unless they have been aggravated in the manner in which they were aggravated.

I should have referred to the matter I am now about to discuss when I was dealing with the subject of health. It concerns a report which appeared in yesterday's *Daily News*, and today's *The West Australian*. The report in the *Daily News* is as follows:—

Aluminium in Clear

Public Health Commissioner Dr. Linley Henzell today came to the defence of aluminium cooking utensils.

The report makes reference to the possibility of being poisoned by aluminium cooking utensils, but the Public Health Commissioner denies such a possibility. He found it necessary to do that as a consequence of this sort of rubbish which has been circulating in the community in the form of an advertisement headed "Cancer and Aluminium." Before going on with the advertisement I received this note which accompanied the advertisement. It is as follows:—

Dear Mr. Fletcher,

Herewith copies of screeds mentioned per phone. Both were obtained apparently from Aristocrat Enterprises of America, 277 Hay Street east, Perth.

If the screed referring to cancer is true the public should be informed. If not, it is an imposition on the poor unfortunate public.

The advertisement mentioned in the letter caused the Commissioner for Public Health to make the statement as reported in the newspapers. I now quote extracts from that advertisement, the first of which is as follows:—

Dr. T. C. Betts, Ohio, U.S.A., was very ill with gastritis and stomach ulcers, and was informed he had only three months to live. As a last resort he journeyed to Colorado, and it was while at Manitou Springs that a large aluminum cup was purchased for drinking purposes at the soda spring. Each time the cup was filled with soda water, he noticed that the water effervesced. A lady came to the soda spring with a glass jug; not even a bubble was in evidence. This set Dr. Betts to thinking seriously. He came to the conclusion that the metal dissolved from the aluminum dishes in his home

was somehow back of his illness. He returned home, discarded all his aluminum ware, and within six weeks was able to resume practice and has enjoyed good health ever since.

Here are some tests you can try. Thoroughly clean an aluminum saucepan, then boil water in it for half an hour. Pour the water into a clean glass jar, and allow it to stand for half an hour or so. Then twirl it gently with a circular motion and note the thick white scum on the top, and the sediment or precipitate at the bottom. This is an aluminum compound, very likely aluminum hydroxide. In this form the metal is taken into the body causing continual poisoning.

Tea looks cloudy instead of clear when made in an aluminum pot.

A fresh egg smells bad when fried in an aluminum pan.

Apple or rhubarb turns dark green when left standing in an aluminum dish.

I am not referring to all the chemical reactions which are supposed to take place when using aluminium cooking utensils. Further on the pamphlet states—

I think the foregoing information should be sufficient to open thinking people's eyes to the fact that by the use of aluminum cooking utensils they are placing themselves in a very dangerous position. The gentlemen who vouchsafed this information are men of standing in their profession, and they are big enough and brave enough to get out of the rut and think things out for themselves. The danger of aluminum poisoning was discovered by them, and instead of looking up statistics of various experimentation they studied its effect on their own patients, and after years of hard work and careful study gave their findings to the public. As was, and is to be expected, their colleagues who were content to go on in the same old way were the first to persecute and belittle them, and they were branded as shareholders in enamel companies. Such is the pioneer's reward.

I will close with a London doctor's advice: "If you want sores in your intestines, ignore what I am writing and use all the aluminum utensils you wish; don't allow anything I say to stop you; you have the right to die with a self-induced cancer the same as anybody else."

That is the sort of rubbish that is being distributed among the public of this State.

Mr. Cornell: What does the pamphlet advocate—aluminium saucepans?

Mr. FLETCHER: The article it is peddling to the public of the State is called an "Aristocrat Waterless Cooking"

utensil. It gives the merits of this utensil and lists heat as enemy No. 1; water as enemy No. 2; oxidation as enemy No. 3; and peeling as enemy No. 4.

We know that many of our cooking habits are bad. We are aware that many vitamins in our food are thrown out with the water in which the food is cooked. I do not take exception to any reference to those failings. But I do object when this company, in support of its attempt to peddle the aristocrat waterless cooking utensil, scares the population of Western Australia about the possibility of being afflicted with cancer by the use of aluminium cooking utensils.

Mr. O'Connor: Do you think there is some truth in the assertions made by the company?

Mr. FLETCHER: I certainly do not think there is any truth in them.

The SPEAKER (Mr. Hearman): The honourable member has another five minutes.

Mr. Hawke: There must be some reason for the great increase in the incidence of cancer.

Mr. FLETCHER: That might be the position; but for the company to exploit the fear of cancer in an endeavour to induce the public to buy its articles is deplorable. Such an advertisement contravenes even the worst form of commercial advertising that I know of. As it is, people have a dread fear of cancer without this sort of nonsense being inflicted on them.

I have read reports which indicated that efforts are being made in this State to raise finance for establishing an institute of radiotherapy and for financing further research into a cure for cancer; but here this company is attributing the cause of cancer to the use of aluminium cooking utensils, for the purpose of selling more and more aristocrat waterless cookers.

Mr. Hawke: How much are they a dozen?

Mr. FLETCHER: They are very expensive items. I saw one displayed in a shop window in Fremantle. Such advertising devices are bad for the people, in that they try to scare them about a matter on which they are already scared. Such unfounded claims could bring on a psychiatric condition in some people. We have read about people who have committed suicide because of their fear of cancer, although in subsequent post-mortem examinations the presence of the disease was not evident at all. I deplore the fact that this company is endeavouring to exploit an agitated state of mind. In view of my limited time to speak on this motion, I shall leave this matter to be discussed by other speakers.

MR. I. W. MANNING (Wellington) [5.58 p.m.]: I take this opportunity during the Address-in-Reply debate to refer to a few matters which affect my electorate

particularly. But first, I want to extend to you, Mr. Speaker, my congratulations on your re-election to the high office which you hold in this House. I also extend my congratulations to the new members who were elected recently. I trust their term in this House will prove to be of great satisfaction to themselves, and will benefit the State generally.

Since the last Parliament my electorate has been changed by the adjustment of electoral boundaries, and I found I was one of the members affected. I had been a member for the Harvey electorate since 1950. The new electorate of Wellington which I represent has taken in portion of the old Harvey electorate as well as Carey Park, which formerly came under the Bunbury electorate. The people in that district are quite different to the type of people I represented in the electorate of Harvey; in the main, the people of the Harvey electorate were engaged primarily in agriculture. With the inclusion of the Carey Park district my electorate has now taken in what amounts to a suburban housing area.

Mr. Jamieson: You should have appealed on the grounds of lack of community of interests.

Mr. I. W. MANNING: Perhaps there were grounds for appeal. In moving around the residents of Carey Park, I found they were very good people. Although I had previously represented primary producers in the main, after meeting my new electors in Carey Park I felt I could adequately represent them in Parliament.

I want to say a few words about education. I feel, as do many others, that a greater proportion of the loan funds made available to the State could well be used on education. The many new high schools which are being built—and the many new junior high schools—suggest that there is a very real need to extend the full five-year facilities in those schools, and I would like to draw attention in particular to the new high school being built at Harvey, which is not yet occupied.

This will be a three-year high school for a start; but we hope that in the near future a fourth year will be included; and subsequently, a fifth year. We feel at Harvey that the numbers desiring fifth-year education are available, and if the opportunity were provided for the students to continue on to the higher grade they would do so. Because of the ever-increasing number of children desiring education these days, the department is not able to provide the additional higher grades.

However, in a district such as Harvey, in view of the rapidly-growing population, and the fact that there are already many students prepared to continue to the higher grades, opportunities should be

given to them to further their education if they desire. It is important to note that such students who have continued on to the higher grades have acquitted themselves admirably.

Insufficient attention is given to details when planning these new schools. As an illustration, I would point out what has happened at this new school at Harvey in connection with the provision for the school bus turnaround. The original proposal was that the buses would enter the schoolgrounds by a narrow roadway, drive deep into the schoolyard and turn, and then proceed to a loading point where the children would board the bus for their journey home.

That is far from a satisfactory arrangement when thought is given to it, because it must be realised that way out on the end of the road somewhere there is a child who has to leave home at half-past six or a quarter to seven to allow him sufficient time to arrive at the point where the bus is to pick him up. Every facility should be provided for a quicker turnaround of these school buses.

What is very noticeable about the arrangement for the school bus is that it must drive deep into the schoolyard. Surely when a new set-up was constructed a double road could have been provided so that the buses could come in by one road, drive up near the school, pick up the children, and proceed out by another road, thus ensuring that everything moved quickly and efficiently.

In these matters more opportunity should be given to the local people to study what is planned, and the people who are to use the facilities should be asked for their opinion as to how they would work, and suggestions should be accepted for improvements.

Today we are witnessing a tremendous step forward in education with the introduction of the agricultural wings at many of the high schools; and the standard set at the Narrogin High School, and also at Harvey, gives some indication of what can be achieved by agricultural education. I say it is a tremendous step forward because there are many of these young men who apparently intend to be farmers; and these agricultural wings—and there are others besides the two I have mentioned—are providing an opportunity to gain some grounding, and a good grounding at that, in agriculture generally.

One of the very important features which I notice is receiving a great deal of attention today is that of farm book-keeping. This is a very important part of farming, and it is gratifying to realise that these young people are being encouraged to keep detailed farm records.

This Government has introduced a scheme whereby schools are able to install septic systems. It has been made possible because the local authorities have been given the power to borrow, and this scheme has proved to be very successful. However, insufficient encouragement has been given to many of the small schools which desire to have a septic system installed.

As an instance, I would like to mention the Burekup, Dardanup, and Clifton schools in particular. They are very anxious about this matter; but there seems to be a lot of discouragement by the departments concerned, inasmuch as all sorts of delays seem to crop up, even though the necessary water has been found and proved and the local authority is quite prepared to carry out its part. Nevertheless things seem to drag on and on and the people concerned become discouraged. This is unfortunate when it is realised that the scheme has proved such a wonderful step forward in the health of the nation, I would say; and more encouragement should be given to enable the system to be installed as quickly as possible.

Earlier in this debate, mention was made of kindergartens. It would seem that the people controlling kindergartens, and the movement generally, have really set out to seek the assistance of members of Parliament, and I would say that every encouragement should be given to them in order that they might carry on their good work.

There is a kindergarten at Harvey; and it is a very good one indeed, and serves a very useful purpose. It has been said by some people that kindergartens merely give some parents an opportunity to have their children minded by qualified babysitters; but I believe that these kindergarten teachers do a wonderful work, because the children who go to school after having attended a kindergarten stand out as they quickly become adjusted to the classes and rapidly get under way with their education.

It has been proved from my own experience that those children who have not had an opportunity to attend a kindergarten very often take a long time to settle down at school. Grade I is one of the most important grades in the child's school life; because, if he gets behind in Grade I, he seems to be behind for the rest of his school life. Therefore the Minister for Education, together with the Minister for Health, might well give these people as much encouragement as it is possible for them to be given.

Mr. J. Hegney: I think a further £3,000 has been allocated for kindergarten work this year.

Mr. I. W. MANNING: Yes; but that is mainly because of the increased number attending kindergartens.

Mr. Jamieson: The only thing is that it makes it difficult for the majority of teachers in Grade I if they have two groups of children in their class—some who have attended kindergarten and some who have not. It seems that some uniform basis should be established.

Mr. I. W. MANNING: I am receiving a lot of assistance, and I am grateful.

Mr. Ross Hutchinson: If there is a given amount of money available to the Education Department, do you think that some of that money should be taken away from the education of the six to 14-year-olds, which is the normal school age, and given over to the kindergartens?

The SPEAKER (Mr. Hearman): One speech at a time, thank you!

Mr. I. W. MANNING: Yes. That was a very long and involved interjection.

The SPEAKER (Mr. Hearman): That is what I thought, too.

Mr. I. W. MANNING: It is also a question of which I should really have notice.

Mr. Jamieson: I second that.

Mr. I. W. MANNING: With regard to the Minister's interjection, I would say that if there is to be a choice as to the way the money is to be spent then, of course, all factors must be taken into consideration. However, I have had the opportunity of taking a fairly close interest in the work of kindergartens, and particularly the one at Harvey, and I say again the work they are doing has impressed me.

Mr. W. Hegney: Did you go to kindergarten yourself as a lad?

Mr. I. W. MANNING: No; I did not.

Mr. J. Hegney: You seem to have made good progress, anyhow.

Mr. I. W. MANNING: Turning to housing, I heard the comment earlier that there is a very great need for additional housing at country towns, and I say that this applies to country towns in my electorate also. Here lies an opportunity for the Government to assist small industries. More and more today we find these small industries endeavouring to start up in country towns; but one of the great obstacles they face is the inability to offer employees suitable housing. Therefore, if the State Housing Commission, perhaps in consultation with the Minister for Industrial Development, could earmark a certain amount of money to provide houses in these country towns, not only would decentralisation be promoted but assistance would be afforded these industries in country centres, apart from the fact, of

course, that it would assist with the housing of the areas concerned. It seems to me that the housing demands in country towns is increasing almost daily.

Mr. J. Hegney: Has a survey been made of the number of houses required in the respective towns?

Mr. I. W. MANNING: I do not think you would want me, Mr. Speaker, to name the towns or list the applications for houses in each of those towns. However, I would like to say that there is a steadily increasing demand for houses in all these country towns. Also the State Housing Commission might give some consideration to an improvement in the type of some of the houses being built.

Mr. Brand: Do you think that would increase the cost?

Mr. I. W. MANNING: I noticed when travelling around portion of the metropolitan area today that some very nice-looking houses have been erected by the State Housing Commission. However, some of those erected in country towns are not at all imaginative. In fact, one occupant told me a day or so ago that if the Housing Commission sacked all the architects and gave the jobs to half a dozen housewives, a few more suitable designs might be produced. That might be where the secret lies, and some consideration should be given to the design of the houses in order that they may be suitable for the area in which they are to be erected.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. I. W. MANNING: To illustrate the point I was making prior to the tea suspension, I instance the case of a house erected at Brunswick Junction. This house is built on a hillside facing into the weather, and it has a very small verandah. When heavy rain falls it beats under the front door and floods into the lounge room. The criticism I make is that with proper planning this house would never have faced the weather, as it does; and also some other design could have been used so that the weather would not be as big a problem as it is in this particular instance.

I would now like to say something about irrigation and the need for the additional storage of water to serve the Harvey irrigation district. The Logue's Brook dam is in the course of construction, and the work is well up to schedule. We are looking forward to the benefits that will be derived from the additional storage at Logue's Brook. It is designed to serve the northern portion of the Harvey irrigation district, and it will also bring some new country under irrigation. Without any shadow of a doubt the water from this dam will help to step up production from those areas considerably. It is a district

which readily lends itself to irrigation, and its production of both dairy products and beef will increase tremendously.

For the last two summers the irrigation water for farmers in the Harvey district has been severely rationed, and it is quite apparent to us that there is a need for further storage beyond that which will be provided by the dam at Logue's Brook. The trend in irrigation farming today is to shorten the zoned periods. Previously water came to the farmers once every 21 days, which meant that their pastures were flooded once every three weeks. The method now being adopted in some districts, and one which is very much favoured by all irrigation farmers, is to get the water at more frequent intervals—say, every 18 or even 15 days.

This has a tremendous beneficial effect upon the pastures, as can be readily understood; because if one watered one's lawn only once every three weeks, it would be pretty dry at the end of the 21 days. It is quite apparent that the shorter zoned periods would be of tremendous benefit to the district both in stepping up the production and in the general over-all production from the district itself.

I should like to take this opportunity to emphasise how important it is that we plan immediately for some additional storage on the Harvey River itself. The water is needed now, and it will be needed even more in the future when the demand for it increases. We also have the Capel-Boyanup area which is waiting on an irrigation scheme. This district has been surveyed and experiments have been carried out into the rate of water needed per acre, and also into what quantity of water is needed satisfactorily to irrigate the type of soil there.

As I said, all this work has been done and all that is now required is the provision of the water itself. Therefore I say to the Government that some immediate thought should be given to what can be done to provide an irrigation scheme for that area. It is one that would lend itself to a tremendous increase in production, as would be the case if irrigation water could be supplied.

Throughout these districts drainage has played an important part in closer settlement and in bringing additional areas into production. But unfortunately, all the time there are certain isolated small areas which are not properly drained; and because of the effect upon individual farmers, this is something which needs attention. Therefore I ask the Minister concerned, when complaints about these cases are made, to have the matter investigated quickly to see if something can be done to assist the landholders concerned. When we get a sudden rush of rain, and with the development which is

taking place, the water comes off the hills very quickly, and it floods over somebody's land and does considerable damage.

These cases are always brought to the notice of the department, quite often by the farmer concerned by way of an appeal against his rates. There are quite a few instances and a good deal of help could be given to the individual farmer if some quicker attention could be given to his problems.

Now I turn to the question of milk; and I would like to take the opportunity of mentioning the tremendous contribution made to this industry by the previous Chairman of the Milk Board, Mr. W. E. Stannard. This man played an important part in bringing the industry up to its present standard, and I think all milk producers in the industry recognise that he achieved a great deal in bringing stability to the industry. But, of course, we cannot stop at that point; we must progress further. The appointment of the new chairman has brought a settling-down effect into the industry, and there seems to be quite a good relationship existing now between the dairymen and the Milk Board. I think possibly the new chairman has made quite a contribution in that regard; and it is very desirable that there should be a good understanding between the producers of milk and the marketing board concerned with that product.

There is a need for continual research into the problems associated with the industry; and to illustrate that point I shall read one paragraph from the latest report of the Milk Board, which is for the year 1961. The then chairman, Mr. Stannard, had this to say—

Undoubtedly the last summer was one of the most severe on record but there were many farmers who at all times supplied above-standard milk despite the severity of the season. Inferior cattle or poor husbandry or unsuitable or inadequate feeding or a combination of all would be the factors contributing to the supply of poor quality milk by the producers in question. There are producers whose milk, even in the favourable periods, does not rise in quality very much above the minimum; inevitably such farmers supply poor quality during the adverse conditions of summer.

I think that paragraph highlights the lack of knowledge of what causes quality problems with milk; and it also highlights the need for further research. I know that research is being undertaken, and possibly some knowledge has been gained from the work already carried out. But I have said before on occasions such as this in this House that if we had a milk-testing scheme similar to that which exists for butterfat testing, where each farmer would have a record of the production from individual cows, he would be in a good position to do

something about improving his herd and determining what causes the rise and fall in the quality of the milk.

So I repeat it on this occasion in the hope that someone's attention might be drawn to the fact that every opportunity should be taken to try to devise a scheme whereby the milk can be quickly and readily tested for the solids-not-fat quality.

I notice also in the report of the Milk Board that the milk supplied to consumers has at all times been of a high standard and of good quality. I believe that is most satisfactory, and it is something we all desire. The T.B. testing scheme is still being carried on, and I would like to draw the attention of the House to this point: Compensation payments under this scheme are made only for animals which have reacted while being tested under the scheme. But frequently animals which have been tested for T.B., and have been found to be all right, have, on being sent to the market some weeks or months later, been condemned because of T.B. For those animals no compensation is paid. In my view, where a farmer is contributing to a scheme and has paid his contributions on cattle such as I have mentioned, he should be given compensation irrespective of when the T.B. may be discovered.

A request has been made by the milk producers for the setting up of an authority to which an appeal can be made by farmers who have in some way been injured by decisions of the board, and by the regulations recently passed by this House, which provided for the conversion of milk from whole milk to manufacturing milk, if it does not measure up to the standard required. The standard of milk is one matter about which there could be a good deal of argument; and I believe that, in the interests of the producers, some authority to which they can appeal against decisions of the board is very desirable.

If that appeal board is established, it should not only be authorised to deal with problems associated with the milk industry, but it should also have authority to deal with producers whose produce is affected by any kind of marketing board. I have in mind, of course, milk and potatoes. The Milk Board and the Potato Board are two authorities with whose decisions there is at times a conflict of opinion on the part of the producers. Later on I will make some comment about potatoes and will give an illustration as to why I believe there should be a right of appeal to some independent authority in regard to the marketing of potatoes.

But first, I want to say that there is a great need for the setting up in the Harvey district of an office of the Department of Agriculture. There is one such office established at Bunbury; and in a district like Harvey, with its increasing population and increasing agricultural produce, and because of the need for quick extension of

knowledge of irrigation, drainage, milk matters, and so on, it is essential that an office of the type I have mentioned be set up at Harvey. There is a departmental officer stationed there; but if we had a proper office established, advice and information would be more readily available to the farmers.

To revert for a moment to the question of potatoes: You might know, Mr. Speaker, that recently the Potato Marketing Board changed its method of measuring one acre of land when determining the licensed area of a grower. Today this is measured by chains of row; 270 chains of row of potatoes constitute an acre. The board was prompted to do this because many growers were planting each row two furrows apart, and producing great quantities of potatoes from a very small area.

The board felt when introducing the method of chains of row that the farmer could plant either two or three rows apart. The farmer with plenty of land, particularly dry land, availed himself of the facility of planting a wider row. But in the metropolitan area, where the area is restricted, and where it is necessary to get the greatest production possible from a small area, the potato grower was not prepared to do that.

It can be readily understood that in changing from one method of measurement to another, some growers would gain while others would lose. In many instances the board compensated the grower who lost an area by giving him an additional acreage to compensate for the change from one method of measurement to the other. Some growers, however, did not get that compensation.

I use that as an illustration to show the need that exists for the setting up of an appeal authority to hear the appeals of producers against the decision of a board. I suggest that appeal authority should be authorised to hear appeals against the decisions not only of the Milk Board, but also of other bodies; and particularly those of the Potato Marketing Board. We could perhaps have something like the Arbitration Court whereby conflicting opinions could be resolved.

Within the potato industry today we are seeing the evolution of a new industry. In this connection I would like to make some comment from the publication entitled "The Potato Grower." The copy I have is the August issue; and the one or two paragraphs I would like to read—which deal in particular with the new potato-flaking industry which, I think, the member for Warren mentioned the other evening—are as follows:—

Amid a setting of official decor, the Shipping and Transport Minister, Mr. H. F. Opperman, recently ushered into Australia a new industry—instant mashed potato production.

The £750,000 plant, near Ballarat, will supply all States with instant mashed potato, "the latest addition to the range of convenience foods to assist the busy housewife."

We do not grow the variety of potatoes in Western Australia suitable for potato flaking. Accordingly we can expect flaked potatoes to come on to the market in packages from the Eastern States; and these will be in direct competition with the fresh potatoes grown here.

I think it is generally believed that the Western Australian Delaware potato is one of the finest of eating and cooking potatoes. But the potato-flaked packages will catch on very quickly with the housewives, particularly those with small families.

Mr. May: We send our potatoes there, you know.

Mr. I. W. MANNING: I know we do. But some research is taking place in Western Australia to try to produce a variety of potato which will be suitable for flaking. It seems to me, however, that before we completely miss out on this aspect we need to step up our research in this direction. I know that the C.S.I.R.O. is very helpful in these matters. I also know that the Western Australian Department of Agriculture has a man who is keenly interested in this matter—he is working hard on it. But there are many small obstacles which could be awkward and obstruct these people in the research they are carrying out. There are such things as the availability of seed; and where the seed should come from; and so on.

I feel that the situation calls for some method of overcoming these obstacles quickly so that the research can be carried on and the rate stepped up. If the Minister and the Department of Agriculture could find ways and means of accelerating this research they would be making a great contribution to the potato industry in Western Australia. They would, perhaps, save it from being drastically reduced by the advent of the potato-flaking process.

I would like now to say something about tourist development, because I believe the Tourist Development Authority in Western Australia is doing a remarkable job.

Mr. Jamieson: You have a wonderful Minister for tourist development.

Mr. I. W. MANNING: If the member for Beeloong believes that the Minister in charge of tourist development is responsible for this wonderful job which is being done, then I accept that wholeheartedly. The Serpentine and Wellington Dams are beautiful show places, and a wonderful attraction to visitors. Not only there, but in many other corners of the State the Tourist Authority has done a wonderful

job in assisting shire councils by encouraging and giving them advice. They have been first class in the assistance they have given; and if we are able to keep this up—and there are a hundred and one suggestions coming into the department all the time as to what might be done by way of tourist development—then I think we will have a very great future in attracting tourists to Western Australia. I repeat that the work done on the Serpentine and Wellington Dams will prove a source of great attraction to the people who come here for the Empire Games.

MR. KELLY (Merredin-Yilgarn) [7.54 p.m.]: At the risk of saying the same thing over again, Mr. Speaker, I join with other members in congratulating you on your election to the office of Speaker of this House. I would also say that I greatly appreciate the treatment you have meted out on many occasions. Sometimes this treatment has had a direct bearing on me, and on other occasions it has concerned other members of the Chamber.

I would also like to add my congratulations to those of other speakers in welcoming the new members who have been elected to this House. Not only do I congratulate them on their election, but also—and I say this without exception—on their opening speeches. Rarely have we heard so many good speeches by new members after an election—at least not during my time in this House. It was very refreshing to hear most of them voice their own outlook in a multitude of ways; and it was interesting to hear them covering so much ground in putting forward the State's requirements.

Several members have spoken on the matter of water supplies. I, too, wish to say a few words in that connection. As a matter of fact, on this occasion—perhaps different from other occasions when I have addressed this House—my remarks will be more of a parochial nature. I do not think they will be likely to upset anybody as, perhaps, may have been the case in the past.

I want to say at the outset that I am disappointed that we have not had a more pronounced and defined water policy. I know the Minister would say we have had our comprehensive scheme completed, and the Government has ideas. I daresay the Government has ideas, but we have not heard a great deal of any defined policy in regard to Western Australia's water problems as they apply to the requirements of many districts. Literally there are hundreds of extensions in many parts of the State, and particularly do I speak of the drier areas.

During the term of office of the present Minister's predecessor I discussed the matter of reticulation and extensions with him on many occasions; but on the few occasions when he granted something in

the way of a small extension, I received the reply that all concentration of effort was being made on the comprehensive scheme; and until we got to the completion stage of the comprehensive scheme we could not expect very much more. We were committed to fairly large expenditure on the comprehensive scheme, and until the boundaries were filled as the planning had directed, little further money would be available.

Of course that scheme is now almost ended, and there is at the moment very little cleaning up to be done. But we have still had no further definition of the course we are likely to shape in so far as the future is concerned. We have had a submission to the Commonwealth Government by the Minister in regard to the possibility of a second phase of the comprehensive scheme.

As I said earlier, I am very disappointed in water matters generally; but I am more disappointed in the manner in which the approach was made to the Commonwealth Government, and in the coverage that was to have taken place had the Commonwealth Government been prepared to come in on a pound for pound basis. We found on perusing the boundaries of the proposed scheme that the heavy rainfall areas were those that were favoured and practically no light rainfall country would have benefited at all by the second phase. The Minister said he merely followed the previous Government's outlook in this regard. However, a lot of water has run under the bridge since the original comprehensive scheme was proposed. We had to modify that scheme, and the second portion of it should have been discarded at the completion of the first phase.

But that has not been the case. In the drier areas we are faced with the position that the reticulations which are necessary will have to wait—if we have a second scheme—until the end of the second scheme. I think the Minister stated on one or two occasions when he was questioned that he was prepared to treat applications for extensions on their merits. I can tell him conclusively that many approaches have not been treated on their merits or they would have been agreed to.

It is very disappointing to find that areas east of the previous scheme—the drier areas—where progress is consistent and steady, and where figures are climbing to creditable heights, are still no nearer to these extensions than they were 10 years ago. I think that is a bad outlook and one about which the Government should make some pronouncement so people there will know where they are heading and what they can expect in the future. There are a number of extensions in my own territory that are very badly needed, and they have all been before the department for quite some time.

One area met with some small success about election time. As a matter of fact, the appeal was made to the Minister during that period. It did not involve a great deal of financial outlay and has been the only extension granted. Over the years—particularly the last three years—many have received no attention at all. The extension I refer to is a well situated a few miles out of Muntadgin. I appreciate the fact that the Minister saw fit to enable at least that small group of people to obtain some benefit from the expenditure that took place. It was not a very great amount—not more than a few hundred pounds—but nevertheless it has relieved a situation from which quite a number of people in that area were suffering.

Mr. H. May: We will have to have another election.

Mr. KELLY: The area east of Muntadgin is one that has not received any attention at all, either from this Government or the previous Government. It is an area in which many of the settlers have done a yeoman job—I would say a pioneering job—in bringing their farms to their present state of production. Miners Settlement is another very progressive spot where we have been wanting an extension for quite a few years. It is a straightforward job and not a costly one; and it would serve a number of people who are producing a very fine out-turn in a district which was at one time regarded as being marginal.

An extension recently asked for is one that would go from Walgoolan to the other line—that is, the Lake Brown line from Bullfinch to Lake Brown. An extension is being sought to run the water from the existing pipeline up to Warralakin.

Last year the Minister was concerned about the amount of valuable water being lost from Mundaring and other catchment areas. I think we are losing quite a lot of water from the spur lines—the spur lines from the main Kalgoorlie conduit. There is a spur line between Carrabin and Westonia which, from time to time, loses quite a lot of water; and I think that main should be renewed from end to end. It is many years since any activity took place on this line and it is now apparently in a very bad state. I would commend that to the attention of the Minister because, irrespective of the fact that we are having a bounteous season at the present time, a great deal of water could be saved if these spur lines were in better condition.

One section that has been in the market for a water supply for quite a few years is the Moorine Rock-South area. This area has produced large amounts of various rural products and progress has been considerable over a period of years, as I intend to show when speaking on another subject a little later on.

Another matter that should receive the attention of the department—I know it was not popular with departmental heads in the past and probably is not now—is the harnessing of rock catchments. Throughout the drier areas there are many excellent rock hills, or whatever one might call them. They are big solid rocks where a tremendous amount of water can be caught quickly. I think the Minister gave some attention to this subject when he first assumed office, but it seems to have died as far as the department is concerned.

Why the officers are not keen on these rock catchments I do not know; but they have never given convincing replies to any of the queries that have been put to them. I feel there is a tremendous source of supply in these rock catchments if they could be used. The water could be harnessed simply by constructing a retaining tank; and their use would, to a great extent, relieve the main conduit.

I now desire to say a few words in connection with the railways. The Minister is in his place, and a word in his ear at this stage might have the desired effect. Somebody said I am being optimistic. Possibly I am, but I will go on.

Mr. Court: You can always try.

Mr. KELLY: I intend to refer to the travel facilities to places like Southern Cross. I approach the prospect of improvement with some degree of optimism as was done on several occasions before; but I do not think that circumstances were as favourable then as they are at the present time. If the Minister at any time has travelled by train to Southern Cross he will know that the arrival and departure times are most inconvenient. Trains are very infrequent. When I say "infrequent," I mean that the trains are up and down almost daily, but the times do not alter; and when the trains are late a great deal of hardship is created for the people travelling.

I think the train arrives at Southern Cross from Perth at 2.20 a.m., and from Kalgoorlie at 11.58 p.m., provided it is on time. In the summer, perhaps, these times do not matter very much; but it can be extremely cold at Southern Cross, and it is an ordeal for the people to arrive at such times. A very extensive district surrounds Southern Cross, and takes in such places as Bullfinch, Miners Settlement, and Marvel Loch in the south. The patronage of the line is not as great as one would expect; and I think it can truthfully be said that the majority of people are travelling by car rather than put up with the ordeal of getting on and off trains at this ungodly hour.

Rarely does a train leaving Southern Cross have the complement of passengers that one would expect. So a considerable amount of revenue must be lost to the

department on that section alone. I suggest a diesel or road bus could run from Merredin on days that would suit the requirements of the district. This would overcome the problem, which is not an insurmountable one.

Southern Cross is only 70 miles from Merredin, where I think the diesel gets in at 3 o'clock in the afternoon. It could easily go to Southern Cross for the night and connect with traffic at Merredin next morning on the way back to Perth. I do not know whether overtime would be involved; but if this suggestion could be put into operation, it would relieve the situation that has developed.

I think we are defeating our object if trains go to an area and the people do not use them fully. The same applies to perishables. Perishables for the outlying districts from Southern Cross could quite easily be put on the diesel or road bus, if either one is provided. I can assure the Minister that it would be a great boon to many people in the outlying areas if something along those lines could be implemented.

Turning to education, I am sorry that the Minister responsible for this portfolio is not here. However, he will be able to read in *Hansard* what I have to say on this particular subject. No doubt his officers will do so. I wish to refer to the Merredin High School. I speak with quite some feeling about the Merredin High School as one of the first jobs I had to do on the redistribution of boundaries when Merredin was first brought into the Merredin-Yilgarn electorate was start the battle for a high school at Merredin.

At that time Merredin did not have even a junior high school; but after four or five years of solid representations by the Parents and Citizens' Association and the road board, the claims of Merredin were recognised and a high school was established. Eventually, the then Minister, against the best advice of the Education Department, was prepared to admit that Merredin had reached the stage where a high school was required. I know, of course, that the Education Department officers threw all sorts of spanners into the works and maintained that Merredin could not support the figures necessary for a senior high school. However, there was a growing demand for a senior high school at that time.

The Government of the day decided to build a senior high school in Merredin on a three-year plan, and the people of Merredin have appreciated this school being provided. Now, after only a few years—I think the foundation stone was laid in 1956—we find that the classrooms of the Merredin Senior High School are, apart from being overcrowded, insufficient to cater for the demand at the present time. Certainly the facilities are insufficient to cater for the increases which are taking place all the time. In the beginning there was much

scepticism as to whether the high school would have sufficient pupils. However, the numbers have not only been maintained, but they have been exceeded. We are experiencing difficulties annually in providing classrooms for the children who require them.

Last year the present Government built a hostel. Already that hostel has reached the stage where it is becoming overcrowded. It is foreseen that in a very short time it will be in a similar position to that of the senior high school.

Extensions are very badly needed. I was recently advised that the department was considering additions to the high school in 1963-64. This is now 1962. The school is already overcrowded and is situated in a fast developing centre where the population is increasing in leaps and bounds. One can imagine what the situation will be in 1963-64. Overcrowded conditions exist already—never mind about waiting for the work to begin!

This matter will not appear on the Estimates until 1963-64, and even then there is no guarantee that the extensions will be provided. At least two years must pass before the school can be brought up to current requirements. Never mind about any provision for the future; I am referring to current requirements. I say to the Minister it is time that he and his departmental officers got right down to providing additions to the senior high school; and that he should, at least, keep abreast of requirements, even if we cannot keep a little ahead of them.

These extensions are essential. It will not be long before we find that many of our children, because of the uncertainty of high school accommodation in Merredin, will be going to high schools elsewhere; and that will aggravate the situation. The Minister should take the bull by the horns and do something more definite than merely give a promise that extensions will be allowed for on the Estimates in 1963-64.

I now wish to say a few words in connection with Crown lands. I asked the Minister for Lands a number of questions, but the replies I received were most unsatisfactory. I realise that there was an explanation for that. My questions concerned the total acreage of Crown lands released in Western Australia over a decade. Apparently the first of my questions was so framed that it was difficult for the Minister to reply to the balance of them. I inadvertently used the word "occupied". I asked what total acreage of Crown lands had been released and occupied during the years 1952-1962 inclusive. I realise that the inclusion of the word "occupied" made it difficult for the Minister to reply to the other questions.

Over a period of a decade a large amount of Crown land has been released; and during that time the progress of Western Australia has been very marked. The effects

of this progress have been seen in agriculture; and each year we have been able to go a step further in our production figures than in the preceding 12 months.

It is not surprising to find that we are annually reaching a new peak in our production figures. That is something of which Western Australians may feel justly proud. With the release of first-class—and, to some extent, second-class—land in Western Australia, the time is not very far distant when there will not be much Crown land left of any value or within easy access to facilities which would make their release justified. We would then have to go further afield and take a second look at many of the areas which in the past were regarded as being of poor quality and not likely to be brought into production very easily.

Mr. Bovell: I am going to ask Parliament to consider that matter this session by way of a Bill.

Mr. KELLY: I am pleased to hear that; but that does not alter the fact that—

Mr. Bovell: That is, the utilisation of lighter types of land and the economics involved.

Mr. KELLY: But that does not cover the category of land I have in mind; because some of the areas I have in mind at the present time are made up of first-class land, but over a period of time they have been disregarded. Some of these areas were regarded as a little uncertain. The rainfall over the years has not been very high. However, experience has shown that good results can be achieved in most of the areas I have in mind.

One area in particular has a rainfall of 10 to 15 inches. It is adjacent to, and part of it is surrounded by, very productive land. Most of this land is in Yilgarn. I am sure members are aware that a transition has been taking place over a long period within the boundaries of the Yilgarn Shire Council. Whereas the figures, even as late as 1960, showed a marked leaning towards mineral development, today the district is becoming more firmly entrenched as a rural area; and the future looks very bright. So much so, that many more people are coming into the area from outside. Some of these people may have relatives in the area. They see the production which is taking place; and realise that the district is on the move, agriculturally, as well as maintaining, to a very satisfactory degree, its mineral production. I would say that at present the trend is towards agriculture rather than mineral development.

Some time ago a new road was opened between Nevoria and Mt. Day. At the time I approached the Minister, and later his 2 I.C., in connection with this road, and I represented it as being one which passed through a district which had a considerable rural as well as a pastoral

potential; and it was also passing through auriferous country which would have a future possibility so far as the finding of new minerals was concerned. Over a period of years, according to the statistics that have been kept, this area has had a 14 in. rainfall. There have been few years when this rainfall has not been maintained; although, of course, during some years naturally the rainfall was higher, and during others it was a little lower, but not a great deal. It is first-class country; and although in some places slightly undulating, it nevertheless has a great future potential.

There is also a very fine tract of country slightly south of the railway line and extending between Yellowdine and Coolgardie. Isolated attempts have been made to establish pastoral properties there, and mainly the failures have been caused by people going into the area with too little capital. They thought they could work a station up from a water hole, and in many cases they had no money for stock, probably hoping to get a few clean skins. Of course, one cannot develop a pastoral property along those lines any more than one can develop a farm these days without a considerable amount of capital.

A number of attempts have been made to establish properties in the areas both north and south of the line, but no concerted effort has ever been made. The only time land has been taken up has been when somebody has decided to go out and try his luck, and his luck has not been too good and he has abandoned the property. I think it is time we adopted a policy of putting this land into the category in which it belongs. Either it is good agricultural land or it is pastoral land. Let us throw it open so that instead of one or two isolated farmers going out and taking up a property the whole area will be taken up soon after it is allocated to various applicants. That has been the experience in other areas, and if something like that is done in this district it will be of considerable benefit to the State and to an area that is crying out for land to be thrown open.

Mr. Bovell: Instructions have already been issued to the Divisional Land Superintendent to have a comprehensive survey of the Yilgarn area made, which he is in the process of doing.

Mr. KELLY: Very good. I realised this survey was being carried out, but I wanted to mention the potential of this district and state that in my view it has still not been fully taken into account.

One of the problems that will have to be sorted out very soon is that concerning the great tract of country in Western Australia which is held as reserve land. This land comes under a number of categories and departments. It comes

under the control of the Mines Department, the Forests Department, the Water Supply Department, and various other Government departments. The Water Supply Department has a great deal of land upon which nothing is being done, and upon which nothing is likely to be done. At the present time this department is holding a lot of land adjacent to the main conduit between Perth and Kalgoorlie, and this is precluding people from taking up that land. A blanket reserve is being maintained over it by the department, and this has been the case for a number of years, without any relaxation of its control.

The Forests Department has large areas of land from which all the timber has been cut and no reafforestation is taking place. No new trees are being planted, but the land is just being held; and, in some cases, it is nothing better than a rabbit warren or a vermin haven. All sorts of vermin frequent these areas, and it is a position which we have to face up to with a great deal of commonsense.

I do not think that land should be taken willy-nilly from the Mines Department or from any other department. That is not the answer. In my view there is only one way to tackle the problem, and that is to have a round table conference at which all the facts are presented so that the Minister for Lands, and every other Minister will know exactly where he stands and where he is heading.

The Minister for Lands can rest assured that both the Forests Department and the Mines Department will have a very tearful story to tell; they will have all sorts of reasons as to why the land should not be taken from them. I have had it all; I know what the Minister is up against. But I still say it is possible to do something about it.

Mr. Bovell: As a former Minister for Mines and Lands you know that the Mining Act takes precedence over the Land Act.

Mr. KELLY: I know that; but I still say that there should be a conference of Ministers so that there can be some basis laid down, and some understanding of the problem to enable land which is no longer required by these various departments to be relinquished for more productive use. I do not think we should take one stick of timber from the Forests Department if it can cut that timber; but I do take serious exception to being told that a certain person cannot get a piece of land because it is held by the Forests Department, and when I make a personal inspection of the land in question I find that there is not sufficient timber on it to enable me to cook a meal. But because the land is held by the Forests Department it cannot be released.

The same applies to land held by the Mines Department. I have had the same battle with that department on a number of occasions, and I often wondered why land which was not being put to good use could not be released. On a number of occasions people have applied for land; but because it came within so called auriferous belts, even though not an ounce of gold had been produced near it, nothing could be done about getting it released.

It is time we got down to some solid thinking and had a round table conference to iron out some of these problems, because it is a pity to see a lot of land lying idle. We in this State are very largely dependent upon our rural production, and I think that now is the time for us to get down to careful planning and annex land that is not really required by the various Government departments.

The same applies to many of the stations in the north-west. There huge areas are held and little use is made of them, and it is time we did something about those people who hold areas but do not utilise them. They are a menace to the State because the land they hold is not earning its keep. These people are paying very little in the way of rates or rent, but they are stopping many others from getting into the industry. I am certain that the time is ripe for a very close scrutiny of the position of all the lands that are held in reserve.

Last year I asked the Minister some questions about reserves held for various purposes throughout Western Australia. These reserves come under various headings, one of which is for the purpose of flora and fauna. In some cases that is quite fair and reasonable, but a local governing authority has only to write in to the department and say that it wants a reserve for flora and fauna and the officers of the Lands Department, particularly, seem to jump to attention and grant 700,000 or 800,000 acres for that purpose.

Mr. Ross Hutchinson: It is usually the other way round, is it not?

Mr. KELLY: No; I do not think so. That is the position; and, in a number of cases, it is ludicrous. I know of one particular area—a 4,000-acre block—which had on it scrubby, useless-looking stuff, and it was held as a reserve. As soon as somebody applied for it the officers of the Lands Department advised the Minister that it would be created as a flora and fauna reserve; and so that was done. In putting up a case for the retention of the land as a flora and fauna reserve the local governing authority decided that it wanted the land as a reserve because somebody had reported that there was a mallee hen nest on it. If anyone can tell me anything more ridiculous than that I would be pleased to hear it.

Mr. Ross Hutchinson: In my experience the pressure has usually been the other way round.

Mr. KELLY: I do not quite understand what the Minister is trying to say.

Mr. Graham: You wouldn't if you tried all night.

Mr. KELLY: It is usually a several-pronged pressure, and one is from the officers of the Lands Department who are dead keen to make reserves wherever they can. They are getting into funk holes somewhere, but it does not matter so long as they are making reserves.

Mr. Bovell: I do not think that is correct.

Mr. KELLY: The second one relates to some zealous local authority which is keen on acquiring a great deal of reserved land. I think the time has arrived when the Government should take steps to prevent land from remaining in that category, because much better use could be made of it.

I intend to quote a few figures in relation to the area about which I have spoken. In the majority of cases, the areas I have mentioned this evening have only a very small rainfall and, to some extent, they are areas which, over a period of from 30 to 35 years, have had only a very low rainfall in each year when compared with the higher rainfall areas closer to the coast. However, in most instances those areas have never experienced a year that was not a good grazing year. The production figures of the area of which I speak show that, in 1961, wheat, oats, and barley produced amounted to just under £1,000,000; wool, £360,000; iron ore, over £1,000,000; wheat over £1,000,000; silver, £4,000-odd, and gypsum, just under £20,000; or a total production to the value of £3,500,000.

For a long time the area was regarded as being marginal land; but, of course, this has been given the lie direct by the production from it over a period of years, and today it is amongst the foremost of the eastern areas. Because of this I consider it deserves greater attention so far as increased water supplies are concerned, and additional assistance from the Minister, who says now that a survey is taking place in that area. I am pleased to know that it is going to be an extensive survey, because only an extensive survey will disclose the anomaly I have outlined this evening.

I have noticed that the Premier is not in his seat at present. I have been interested in several discourses that have been made in this House on unemployment, and the categorical denials by the Minister in regard to the unemployment figures. As a matter of fact, the member for South Perth, who is having a little doze at the moment, castigated the efforts of the previous Government in endeavouring to relieve the unemployment position. I can assure the Premier that the members

on this side of the House have spoken the truth. Ever since the last depression in this State I have never known more men on the roads carrying their swags than at the present time. The members opposite can do all the haw-hawing they like, but that is a fact.

Mr. Court: There must have been a great many of them up there out of work before you went out of office.

Mr. KELLY: Last week, when travelling to Southern Cross, I saw no fewer than nine men carrying their swags along the road, and I gave some of them a lift. They told me that they could not get any work in the city and were going to try their luck in the country.

Mr. Court: What sort of work did they want?

Mr. Burt: I came from Southern Cross on Friday and did not see one.

Mr. KELLY: The honourable member could not have been watching too closely, because I picked up some of these men and questioned them as to why they were on the road. It is a lot of tommy rot for the Minister for Industrial Development and the Premier to keep on relating to this House how low the unemployment figures are in this State and how many jobs are offering with no people to fill them.

Mr. Court: What sort of work do these fellows want?

Mr. KELLY: I heard the member for Perth asking the same question.

Mr. Court: The Employers Federation cannot get labourers. In fact, the federation was on to me only this week about it.

Mr. KELLY: It is a bad outlook for the State when men are walking along the road from town to town looking for work.

Mr. Court: What sort of work do they want?

Mr. KELLY: The Minister knows the type of job the average man wants. He wants a job where he can earn enough for three meals a day for himself and his family and keep a roof over their heads. He wants to wield an axe or a pickaxe so long as he can earn enough money for that. I have a camera, and I took a photograph of what I saw and so I can prove what I have to say.

Mr. Rhatigan: The Minister should know what has happened in the north-west, if he has been in the north-west.

Mr. Court: This is not in the north-west.

Mr. KELLY: At the outset I said I was not going to say anything controversial tonight, but I have been led off the track. I now wish to say a word or two in regard to employment agencies. In my opinion the activities of these agencies are a blot on the reputation of Western Australia. I know they are regarded by many as a necessary evil. They represent the line

of least resistance in the matter of engaging, within a particular time, someone to do a job.

In the main, these agencies are ruthless. For instance, they engage a person on behalf of a hotelkeeper or a farmer, and their *modus operandi* is to say to the person engaged, "We want half of your first week's wages"; and then they turn to the employer and say, "We want an amount equivalent to half of the wages you intend to pay the employee".

So, for example, if a girl is employed at £10 a week, the employment agency receives £5 from the girl and another £5 from her employer. Of course, these agencies do not mind how often a vacancy in any position occurs, because every time one does occur it is all bunce to the agency concerned. It is time we gave serious thought to altering the regulations or conditions governing these agencies at the present time. I am hopeful to think that even though this Government may have other thoughts on the matter, its counterpart in South Australia has done what this Government should have done long ago; namely, appointed a controlling authority known as the Government Employment Authority.

There are no agencies in that State; they will not be tolerated in South Australia. If a Government of the same political complexion as that of the Government in office in this State at present can do that successfully, I cannot see why it cannot be done successfully in Western Australia. We have heard a great deal about progress. As one member the other evening said, when addressing the Minister for Industrial Development, we are getting rehashed, on many occasions, stories of the many possibilities that may occur in this century in this State. I think that is the position in the main; but at the same time as all these futuristic undertakings are being prophesied without bringing money into the coffers of the State, there are existing industries which are languishing and declining for the want of either financial support or guidance from the State; I do not know which it is. Furthermore, many of our industries are far worse off today than they were five years ago.

Some interesting comments were made by the member for Wellington when he chided the Government in his quiet way. However, when he was taken up on the matter he immediately came to the Government's rescue and said some nice things about it again.

Mr. I. W. Manning: It is a nice Government.

Mr. KELLY: We might differ on that viewpoint. There are indications that everything is not right. For instance, we had a flourishing pearling industry; but

what position is it in today? Apparently in these times the Minister is concentrating on cultured pearls.

Mr. Wild: Surely you are not blaming the Government because pearlers are not producing as many pearls as they did in the past!

Mr. KELLY: I am blaming the Government for not boosting the sale of natural pearls and pearl shell on world markets. Because this is a small industry, apparently the Government is not very worried about it. But it is worried about wool and wheat, because those industries have a voice—a very constant voice—and they would make themselves heard far more than can the little industries like the tobacco industry, or the pearling industry, or the apple-growing industry. I could name other industries that are languishing at the present time.

There must be something faulty in the amount of attention that is being given to these industries from Government quarters. We all know the Minister for Industrial Development only thinks in terms of millions of pounds; anything under millions of pounds does not interest him at all. He is happy only when he is talking about a £40,000,000 project that is likely to be completed some time or other; some Kathleen Mavourneen project. The Minister for Industrial Development does, however, succeed in securing the headlines every now and then. It is all a case of maybe.

Mr. Court: You are not suggesting that the standard gauge railway is a maybe; or that B.H.P. is a maybe.

Mr. KELLY: Nobody seems to be able to make up his mind as to the route the railway is going to take. The people in the country can only conjecture where the line will run. But the Minister does not appear to worry at all. I do not know what the Minister proposes. After all this time—and it is about 12 months now—the Minister could have given us some indication as to the route this line is to take.

Mr. Court: I have told you.

Mr. KELLY: The Minister has not told me; all the information he has given me amounts to nothing. He did not commit himself in one single instance.

Mr. Court: Not to you.

Mr. KELLY: It would probably be *infra dig* for the Minister to commit himself to me. But he has given no indication at all as to the siting of the line.

Mr. Court: We know the Avon Valley route has to be built first for common-sense reasons.

Mr. Hawke: It is a good valley.

Mr. KELLY: The Minister could have said something about it. I do not know whether it is a good idea to start in the

middle or at one or other of the ends—particularly the end where the Minister will get the most traffic.

Mr. Court: It is the focal point of the system.

Mr. KELLY: I do not know what good it will do from here to Avon when it comes to shifting pyrites.

Mr. Court: It is going to save us £600,000 a year.

The SPEAKER (Mr. Hearman): The honourable member must address the Chair.

Mr. KELLY: I am trying to do so, Mr. Speaker. But this is the only opportunity I have of getting any information from the Minister; and I am getting more by interjection than he has ever given us before. How much time have I left, Mr. Speaker?

The SPEAKER: The honourable member has six minutes left.

Mr. KELLY: That is not very much really, because there are several other matters on which I wish to speak. I notice the Minister for Fisheries is now in his seat. I desire to chide him on one matter.

Mr. Hawke: You want to chide him through Mr. Speaker.

Mr. KELLY: That is so; but it is very awkward to look at you, Mr. Speaker, and talk to everyone else. I must face around, particularly in the direction from which the interjections come. On Tuesday, the 2nd August, 1960, I asked the Minister for Fisheries several questions in connection with the trapping of fish.

Mr. Heal: I bet you didn't get an answer.

Mr. KELLY: I received answers from the Minister; at the present time he may be eating humble pie, because of his views today as against those which he held some time ago. The third question I asked the Minister was as follows:—

Have there been any prosecutions in the above period—that was the period when fish traps had been permitted—

—for undersized fish taken in traps? The Minister's reply was "No", meaning there had been no prosecutions. I daresay that is a reply when one comes to consider it, but it was not a very accurate reply. It is accurate, inasmuch as the opportunity to prosecute was there. But nothing was done about it, because the trapping industry was in its initial stages, and the matter was allowed to drift on in order to see where it was heading. I also asked the Minister—

Is he satisfied that the use of traps is not causing considerable damage to the snapper grounds in Shark Bay? The Minister's reply was as follows:—

Yes. The department's research officer returned last weekend from Shark Bay where one of the research

vessels is engaged in an examination of the snapper fishery. He reports that the class of fish caught in traps is no different from those taken by handlines—they are consistently of large size.

That position has not obtained since. Every fisherman will say that this method of using traps is ruining the industry. They all do it because other people are allowed to trap. The member for Gascoyne told the Minister that these snapper grounds are being ruined, because the methods used are destroying the coral. That is perfectly true.

I would like to turn the Minister's mind back to the snapper industry just south of Penguin Island. Nine or 10 years ago they were taking out 170,000 lb. of snapper annually. The supply dwindled until it was not possible to get a decent-sized snapper. This was due to over-fishing; and that is what is happening now. The little ones and the big ones are being taken together, and the little ones are being crushed and thrown back in a half-dead condition.

Something must be done to remedy the position. The Minister must revise his outlook, and do some sane thinking in the matter of fish traps; otherwise the snapper industry will be denuded, and he will be left with nothing at all. It is a great pity that an industry such as this, which has been in operation in Shark Bay for a period of years should be faced with such a possibility. I think the officer who returned at the time in question was the only one who had been in that area on this job during that period of time; that is, since 1960.

He made an initial survey, and I am told he has not been back there since. The Minister ought to look into this matter very seriously. He has taken note so far as the catching of small crayfish is concerned, and the action taken—although not acceptable to some fishermen—will, I think, have the desired effect of putting crayfishing back on to a better basis as time goes on. The snapper industry is one that requires exactly the same kind of treatment and conditions applied to it.

MR. DUNN (Darling Range) [8.53 p.m.]: First of all, Sir, may I congratulate you on your election to the high office you hold. I would also like to congratulate other members who have been elected to office in this House. At the same time it is my very sad duty to offer my condolences to those near and dear to the late George Roberts, whom I knew for a very long time, and whom I respected very much indeed.

My purpose tonight is to address the House in regard to the Darling Range electorate. It would not be amiss if, perhaps, I were to give a brief outline of just how the Darling Range electorate is

made up. It is a peculiar electorate, in that it has two main transport systems—one of which runs to Mundaring; and the other, to Kalamunda. The electorate is split down the middle by the Helena River; and has at the top end a vast expanse of land which is under the control of the Forests Department.

I make these points because they are really the basis of probably one of the greatest problems confronting the development of the Darling Range electorate. I refer, of course, to the problem of public transport. The problem of providing adequate transport in the Darling Range electorate has exercised the minds of many people. I know the Government had previously set up a committee to inquire into that question. It is apparent that unless some reasonable solution of the problem can be arrived at, the district will be greatly handicapped. Under the town planning of Professor Stephenson this district has been set aside for residential development. Unless a solution to the transport problem can be found, the progress of the whole electorate will be held up.

In this connection I would like to refer to another matter which has a great bearing on the problem; that is, town planning. Under the town planning proposals quite a big section of the electorate—in fact, practically the whole of the scarp within it—has been taken over and reserved for public open spaces. Travelling from Perth to Kalamunda, one first passes through the semi-rural area in the flats at the foothills; in some instances the centres in this area are developing into close settlements. Then one passes through the whole of the escarpment, which has been taken over and reserved as a green belt or open spaces, into the portion of the electorate on top of the hill, which has been set aside under the Stephenson Plan for residential development. Behind this portion there is another section which to all intents and purposes contains rural interests—mainly those connected with citrus growing and orchard production.

With public transport being placed under the control of the Metropolitan Transport Trust, it is apparent that its primary object is to make public transport a paying concern. The trust is finding it extremely difficult to operate an adequate transport system in the hills district, while at the same time fulfilling its obligation in regard to its main object, which is to run a paying transport system.

This fact has a bearing on the lives of all the people in the electorate. In the general course of events the populating of an electorate is governed by the availability of transport. Children living in the electorate who are too young to obtain or who cannot obtain licenses to drive motor vehicles are obliged to rely on the transport supplied by their parents, or alternatively they are obliged to do without transport.

In the ordinary course there is a surge of young people into the electorate, and the number remains static for a while; but because of transport difficulties, and because of the desire of the young people to participate in sports or to meet people of their own age in the city and suburbs, the families leave the electorate. Consequently there is a constant surge of people into and out of the electorate; and that is not beneficial to the development of the district.

I make these points because I believe that until such time as the transport problem is solved progress will be retarded. I have this on good authority from the Minister in this House; because he, in fact, answered a question on the subject yesterday. I hope it will not be very long before this problem is resolved to the general benefit not only of the Darling Range electorate but of the urban districts. Generally there is a vast amount of territory within the electorate which is ready for development, provided we can overcome the transport problem.

I want to refer to the provision of water supplies, not so much in regard to domestic water but water to serve the rural industries. I make this point because great expansion is taking place in developing citrus orchards. In no small measure this development depends on the provision of water supplies. It appears that the time is now ripe for bold and forward planning to take place. The area should be fully tested to make sure that there are adequate water supplies to cope with the very natural development of the citrus growing areas.

The picture which presents itself at the moment is this: There is quite a considerable concentration of the naturalised Italian population in this area who, through the efforts of the sons, are developing their orchards or holdings. Whilst it is quite easy to plant a tree, it is a vastly different proposition to make sure, during the months of March and April, there is sufficient water to promote and maintain the growth of the tree. Efforts should be made to ascertain what water is available by means of drilling and test boring in the electorate which is concerned with rural development.

I am afraid that if we do not attack this problem and ensure that there are adequate water supplies, the position will be reached where some people will have good orchards while others have poor ones. Unfortunately, people who own established orchards in the lower reaches of the streams where the development commences will find themselves without water. If we can give serious attention to the provision of adequate water supplies, a great service will be rendered to the State as a whole, because the export of fruit from the Carilla and Pickering Brook districts amounts to approximately £500,000 a year. That is a considerable figure.

Obviously the fruitgrowing industry not only provides employment for many people in the district but also to those who handle the fruit right through to the final stages of marketing.

I now refer to the necessity for intensifying research into the growing and marketing of fruit—citrus, apples, and other varieties. It has become evident from my discussions with quite a number of orchardists in the district that they would like to see a very vigorous policy implemented in respect of fruitgrowing and marketing, because they consider we are a long way behind in our methods. They feel that the lead should come from the Government; and I hope it will not be very long before we can produce some results by way of research, and give encouragement to the great number of people who have pioneered this area. We should be prepared to go further and provide the know-how and wherewithal so that the younger generation will also derive a benefit.

I would now like to talk briefly on the matter of tourism and to refer particularly to Mundaring Weir. As you know, Mr. Speaker, Mundaring Weir is, to all intents and purposes, the cradle of the State; and whilst I was delighted to hear the member for Wellington referring to the developments around the Serpentine and Wellington Dams, I sincerely hope the Government will do something definite very soon in regard to the development of Mundaring Weir, which I feel should be the focal point for the development of tourism as it affects our dams. It is quite a common thing to travel on a train and see pictures of the Mundaring Weir. We can travel to the Eastern States and see the same pictures. Strangely enough I can remember seeing them in our trains when I was a boy; and the actual scene does not seem to have altered since the early days.

I hope it will not be long before we extend to the Mundaring Weir the same attention that has been given to the other dams in this State; and that the weir—which, as I said before, is virtually the cradle of the State—will come into its own with regard to the historical right it richly deserves.

I would also like to mention the matter of the preservation of wildflowers. This is a subject which is causing some concern to many people; because I believe, on very good authority, that the wildflowers of Western Australia are unique. It is common to hear people say there are many institutions throughout the world, connected with such matters, which know far more about our wildflowers than we do ourselves. Since this is a natural heritage, I hope we can induce people to learn the value of this great tourist attraction and not to destroy it. I hope

we will be able to get to the stage where the people as a whole will respect the lands on which these wildflowers grow.

Another point I wish to touch on is the Stoneville reformatory. I have had quite a lot of reports in the short time that I have been member for Darling Range in regard to this institution, and it would appear that people who are living in the vicinity are more than a little concerned with what goes on. Only last week one of my electors rang me and stated that her car had been stolen and driven down a hill and over a cliff, where it was completely burnt out. She instanced that this was not an isolated case, and it was a worrying problem in that area.

I am not going to say that we should do away with Stoneville, or any institution like it; but I do feel we have to be particularly careful in the management of this institution to ensure that those people who happen to live in its environs are not subjected to any attacks or acts of vandalism by those who have been committed to that reformatory. I would also refer to the fact that the womenfolk are concerned about their young girls, because in many instances sex offenders are sent to Stoneville. I hope we will be able to do something towards overcoming this problem.

I do not want to say very much more except that I trust my contribution to whatever is done in this House will be a worthy one. I shall definitely try to make it so. If I may end on this note, I would like to say how very pleased I was tonight, when I came out from dinner, and was addressed by the Leader of the Opposition. He very kindly asked me if I was settling in all right, and I can assure him that I am.

MR. GRAHAM (Balcatta) [9.10 p.m.]: Some four or five months ago, the State general election was held, and it was a victory for the beating of drums and blowing of bugles which had been in progress for a period of almost three years and which brought about the inevitable return of the Government, albeit by a slender margin, one which at the present moment—owing to unfortunate and sad circumstances—has the appearance of slipping even more.

In my view this artificial boom of prosperity, which is spoken about by this Government and its very many agencies is gradually reaching a point where the people are gaining a proper recognition of the facts. The Government itself, by its failure to nominate a candidate for any one of the north-west seats, indicated, surely, that where there are small communities, irrespective of how much hot air is blown off down here in Perth and the metropolitan area concerning the tremendous development which is taking place, in that quarter the Government

was not prepared to risk its fortunes by nominating a single candidate. I repeat that the populations were small, and the local people had their finger on the pulse, and were aware of the fact that it was hot air on the part of this Government.

Mr. Court: Oh no!

Mr. GRAHAM: The Government was sufficiently spineless. It was not prepared to offer a candidate.

Mr. Court: That is not the reason.

Mr. GRAHAM: If any Government had been responsible for even one half of what this Government claimed in respect of the north then it should have been able to win all the seats in the north-west.

Mr. Court: Do you want to lose some of them? You seem to be upset since you got the seats.

Mr. GRAHAM: What I am referring to is the hypocrisy of the Government and the thinness of the value of what it has done in Western Australia. It is this sugar-coating which has created an impression in some people's minds; but that impression is rapidly disappearing.

Mr. Court: You hope!

Mr. GRAHAM: We hope, and say, it will come to pass! The member for Merredin-Yilgarn this evening, and the member for Warren, the other evening, indicated from many directions that all is not well in Western Australia. Somewhat naturally, the soft pedal is being applied. The member for Darling Range, who has just resumed his seat, will know that the fruitgrowers in his territory are in most desperate plights at present. We know the fate of the tobacco industry in Western Australia and we know what happened at Collie. Miners were interrupted in their livelihoods in the township of Collie not so long ago. We know what happened in recent weeks with regard to several sections of workers in the timber industry at Pemberton, owing to the action taken by the Hawker Siddeley company.

I have here an advertisement which states: "Glen Ford Clothing Perth Factory Closes Down." In order for that to become public it appears only in a public advertisement. I did not notice lengthy statements by the Minister for Industrial Development that this sort of thing takes place. The firm of Michelides that had been in operation in Western Australia for, I suppose, half a century making tobacco and cigarettes, and all the rest of it, is no longer in existence and has closed down its activities during the regime of this Government.

Another tobacco firm—Seale & Smalle has gone out of existence during the term of this Government. Questions were asked by the Leader of the Opposition this afternoon in regard to Pearse's boot factory.

There is a feeling that this factory in North Fremantle has probably breathed its last. That is a factory which is well known, not only in this State but in the whole of Australia.

Mr. Court: That company was in trouble under your Government. It was seeking assistance then.

Mr. GRAHAM: Assuming that is so, during the term of this Government industries have gone from bad to worse until certain firms have collapsed and folded up altogether.

Mr. Court: And yet more people are in employment in Western Australia than ever before.

Mr. GRAHAM: In the height of the depression in Australia there were more people employed in Western Australia than was the position 25 years earlier; and that proves exactly nothing. Where we have a growing State—growing in numbers—it stands to reason that unless there are depressions or recessions of some magnitude, the numbers of persons employed should be increasing.

Mr. Court: But it went back during your term of office. There were several years when it actually went back.

Mr. GRAHAM: Did it? Let us not get on to the question of whether it went back.

Mr. Court: You said it must go forward all the time.

Mr. GRAHAM: Of course it must, over a period, go forward. Let us go over the situation. Not so long ago, in May, 1961, the Premier is reported in the daily Press as having said this—

Cabinet had discussed the State's unemployment position and had decided it would be necessary to prepare for possible shortages in labour by the end of this year.

That is, by the end of 1961. In September of that year he went on again—

By the end of the year industry generally in Western Australia would probably be concerned about filling labour requirements.

In February of this year appeared the following news item from Canberra:—

The number of registered unemployed in Western Australia jumped 1,757 to a new post war peak of 7,576 last month.

So much for the empty words of the Premier and words which were equally empty of meaning uttered by the Minister for Industrial Development.

Mr. Court: And we are still short of men to get on with essential works.

Mr. GRAHAM: In 1961 we were told we would be short of all types of labour, and yet within a few months of those bold expressions by spokesmen of this Government

we reached the greatest peak of unemployment in any year since World War II. How reliable are the utterances of this Government! It is only when we obtain the real facts of the situation that we can get an appraisal of what is going on in Western Australia. But as long as this Government is in the position of having an accommodating Press to talk about these generalities and about the big booms and developments taking place now, certain people will be taken in.

However, I repeat: More and more people at more and more frequent intervals are waking up to the fact that this Government in so many respects is a fraud. Therefore I have very serious doubts in my mind as to the veracity of the interjections made by the Minister for Industrial Development—

Mr. Court: Which ones?

Mr. GRAHAM: —as I have of the Premier as he is reported on the 16th May this year as saying that the State would not have enough skilled and semi-skilled labour to complete the planned projects on schedule. That is a statement on all fours with the statements he made in May, 12 months earlier. The Premier was proved to be completely and utterly wrong on every count, because we reached the tragic proportions which we did in January and February of this year; and there are still far in excess of 5,000 persons registered at present for employment in the State of Western Australia.

Mr. Court: I think you people have a vested interest in unemployment the way you always harp on it.

Mr. GRAHAM: We have a vested interest in the facts of the situation. We have always contended that we do not need a newspaper to be pushing our barrow; and that, if the people of the community of Western Australia became possessed of the facts, then we would have nothing to fear. But it is the artificial atmosphere that has been created in connection with this Government which concerns us.

It is true what the member for Warren said. If it had not been for the dishonest political attitude of the present Liberal-Country Party Commonwealth Government, much of what this Government in Western Australia is able to prate about would be a dream, and a dream only; because the great bulk of this projected industrial development, including the transcontinental uniform rail gauge, arises from the belated action taken by the Commonwealth Government in lifting the embargo on iron ore.

Mr. Court: That is your version, of course.

Mr. GRAHAM: Therefore, if there be merit for a uniform rail gauge from coast to coast across the Commonwealth of Australia, then the blame for the lack

of it so far lies at the feet of the Federal Liberal Government. The fact is that it knew before, notwithstanding the lies that were told that it did not, that there were adequate supplies and deposits and resources of iron ore in the Commonwealth of Australia; yet it pretended for so many years that there was a shortage and that Australia must conserve the supplies for its own domestic requirements.

It is known that the Commonwealth was well aware of the availability of these resources eight and 10 years ago, and yet it is only just in the last couple of years that it has chosen to lift the embargo. Therefore this Government is in its fortunate position because of political decisions on the part of the Federal Liberal Government, and is able to reap benefits that should have accrued to this State very many years earlier. And there is no one who can gainsay that fact.

Mr. Court: Are you saying that the Commonwealth had knowledge of mineral resources which your Government did not know of?

Mr. GRAHAM: No-one suggested that.

Mr. Court: You never made claims as to the Pilbara deposits.

Mr. GRAHAM: One top-ranking officer, during my regime as Minister, knew I was going to the Eastern States and asked me whether I would have a confidential talk with Sir Thomas Playford, the Premier of South Australia, in order to get from him an assessment of the known quantities of iron ore in South Australia with some observations on the quality. When I brought the information back he said, "That confirms our view with regard to the situation."

The Minister cannot get out of it, because the Commonwealth Minister for National Development, Senator Spooner, admitted that the Commonwealth was aware of the existence of these deposits in the year—I think—1950 or 1952.

Mr. Court: Just a minute! For the record, which deposits are you speaking of? Don't forget your Government published the so-called official lists of iron ore deposits which were, to the best of my knowledge, used by the Commonwealth and the State as the national document.

Mr. GRAHAM: I think the Minister for Industrial Development had better do a bit of homework.

Mr. Court: There is a printed book on it.

Mr. GRAHAM: It matters nought whether I indicate which iron ore deposits or not. It does not make any difference.

Mr. Court: I am talking about those known by the Commonwealth and State, and they are all in a printed booklet.

Mr. Hawke: Senator Spooner said the department and he knew of the deposits as far back as 1952.

The SPEAKER (Mr. Hearman): Order! The member for Balcatta will proceed.

Mr. GRAHAM: So it will be seen that this Government, because of a political trick on the part of its Federal compatriots, is now in the fortunate position that certain things are happening that should have occurred very many years earlier, and none of it reflects any credit on this Government, and certainly does not reflect credit on the Liberal Party in any of its respective spheres.

The other circumstances—for which this Government was in no way responsible, because the Hawke Labor Government was in office at the time—was the decision to award the Commonwealth Games to the City of Perth in Western Australia. On account of that event, which is to culminate in several months' time, the Perth City Council will be spending in excess of £3,000,000 upon venues, and some hundreds of thousands of pounds for street improvement and development as befitting this city. The Games Village has attracted moneys which normally would be available to the State next year. It is costing, in round figures, something in excess of £1,000,000. There are all sorts of buildings, motels, and the rest of it, being erected in time for the Commonwealth Games in November of this year. Work is being undertaken ahead of turn in order to cater for the situation. Renovations and painting jobs, involving many thousands of pounds in the aggregate, are being undertaken in preparation for the Games.

Serious as our unemployment problem is at the present moment, if it were not for the approach of the Commonwealth Games we can visualise how serious the employment situation in this State would be. Before the Government starts gloating over any of its achievements—if, indeed, it is still the Government when those sporting events are held—it should pay heed to the situation likely to arise when the Games are over; because this seemingly limitless supply of money which has been found by the Perth City Council to undertake these magnificent works will not be available. The work will, of course, have been completed; the many people who have undertaken expenditure over the past several months, and who will continue to spend money in the months to come, will have been doing work ahead of turn, and therefore we can expect some recession in respect to our domestic activities following the completion of the Games and the homegoing of the many visitors who will be visiting our State.

I think the Government is aware of this fact; is aware, too, of the turning of the tide—and for that reason we had evidence just this afternoon of panic existing in the governmental ranks.

Have you, Sir, ever previously witnessed the spectacle of the Premier of the State, and the Deputy Premier of the State, craving your indulgence for the purpose of

making a special party-political speech in anticipation of the Bunbury by-election? It easily suggests to all of us that this is a Government which can see the writing on the wall. It is suffering from a state of jitters and indulges in the undignified procedure we saw earlier today because it is fearful of the outcome of the Bunbury by-election—which would, of course, involve its seats, not only in this House, but probably those which have been reserved for it at the many venues of the Commonwealth Games.

Mr. Brand: I heard you make a speech like this before the general election.

Mr. GRAHAM: Not like this.

Mr. Brand: Different words; same motives!

Mr. Court: Same tune; different key!

Mr. GRAHAM: Gradually and inevitably the words are coming to pass; and I will look forward with great anticipation to remarks which I may have the opportunity of making in some three or four weeks' time.

Mr. Brand: Just wait and see!

Mr. GRAHAM: Following these introductory words, there is only one matter which I desire to discuss. I here and now indicate to the Premier that it is my intention to endeavour to improve the terminology of the Address-in-Reply. The matter which I desire to discuss pertains to traffic.

We will all agree that transport and traffic matters have assumed tremendous importance in the life and activity of civilized communities, and the City of Perth and the State of Western Australia are no exceptions. Unfortunately, with the growth of transport in its very many forms, there comes the inevitable clash of vehicles. This clash, which is usually called an accident, is the subject of my remarks this evening.

I condemn the Government for its "couldn't care less" attitude; for its whole approach; for its attitude of indifference. We had a Minister for Transport—the late-lamented Mr. Perkins. He applied himself with a certain amount of vigour but in totally wrong directions. Since his unfortunate demise, instead of this Government recognising traffic—and traffic accidents, and traffic control—as being the major problem it is—having the unfortunate impact which it does upon human lives; inflicting personal suffering; to say nothing of material damage; to say nothing whatsoever of the loss of working economic units; of the burden placed on our hospitals and similar institutions—this Government has treated the whole problem in a most casual manner.

With the passing of Mr. Perkins, the portfolio was given to an entirely new Minister—the member for Mt. Marshall. After a few months of office he chose to resign; and once again the Government

thought so much of this problem that it gave it to another—a brand-new—Minister. In my view—and I am certain that responsible people will agree with me—this matter of traffic accidents has assumed such importance that a stage of crisis has been reached; and it is an obligation which should be placed in the hands of a seasoned Minister—one who has some experience in administering departments. Naturally enough, I am not reflecting in any way whatsoever upon the personal capacity or the intentions of those who have been incumbents of this office in recent months; but it is completely unfair to them, as it is to the public, that they should be obliged to assume the responsibilities involved in these tragic matters.

So far as I can see, there have been, during the term of this Government, only four decisions made with regard to traffic matters—and every one of them can be condemned. The first one was virtually to abolish the cardinal rule of "Give way to traffic on your right". Notwithstanding questioning and implorings from this side of the House, the Minister chose to shilly-shally when a motion was moved for the purpose of rectifying a regulation and the Minister was invited to undertake a responsibility which was rightly his. The Minister for Education moved that the debate be adjourned for two or three months, or something of that nature.

What did it matter to this Government that vehicle upon vehicle was piling up at the cost of human life, and severe injury to persons was caused by the confusion which existed in Western Australia and Victoria alone of all the States? There was no sense of urgency or of importance which found its way into the minds of the members of this Government. The Government couldn't care less. So, after a period of some months, action was sought by every responsible authority in connection with traffic matters—and I do not include myself in that category—beseeching the Government to do something about it. But no! The Government chose to be dilatory; and then, more lately, to indulge in party politics; and so this carnage was allowed to proceed.

Another decision that was made about the same time was that process which unfortunately is still in existence, wherein the Minister of the day hit upon the foolish idea of a prescribed area in the heart of the City of Perth in respect of taxi operations; and so taxi drivers are now required, in central Hay Street and Murray Street, to find their way along those important thoroughfares by zig-zagging from one side of the road to the other. That is the behaviour insisted upon by this Government notwithstanding criticism from all quarters; a behaviour which

would result in a charge being laid upon any of us if we proceeded along those same streets in the same manner.

This Government was responsible for redrafting the regulation pertaining to the rights of pedestrians on marked pedestrian crossings. That had the effect of reducing the rights of those defenceless people who were seeking to cross a road and who had a ton or more of metal hurtling in their direction at speeds ranging from 20 to perhaps 40 miles an hour or more.

Then the Government introduced in one or two places—and I was very sorry to see in the Press this morning that apparently the present Minister for Transport has fallen for the trick also—a device known as a boom that is placed across the street outside certain schools. I shall return to that particular matter presently.

The Government's shaping up to this important and ever-growing problem was an announcement a few weeks ago that it was intended to appoint another 25 policemen, of which number 10 or 15 could be devoted to traffic work. Having regard for the growth of the population of Western Australia; the many thousands of additional motor vehicles; the great lengths of new roads being constructed; and for the fact that the police work in shifts; and that provision has to be made for those absent on annual leave and long service leave, those off duty on account of illness, the enormous amount of office work that police traffic men are required to do, and hand in hand the enormous amount of time that they must spend in the traffic courts, what effect would 10 or 15 additional traffic policemen have upon the problem?

Talk about fiddling while Rome burns! What is the reason for this? Is the Government suggesting that it has insufficient money when it makes gifts of public estate to Hawker Siddeley; when it lends hundreds of thousands of pounds to Australian Paper Mills; and when the State is to become obligated to the tune of hundreds of thousands of pounds, or indeed millions of pounds, to provide public services to cater for the establishment of industries?

There is no shortage of money. If the Government wants to abolish amusement tax, sacrificing £200,000 a year, it does so. If it wants to adjust or reduce death duties or land tax to curry favour with the few, the Government will do that. There is plenty of money in the bin for those things; but when it is a question of taking some appropriate action to protect defenceless people, whether they be in vehicles or are pedestrians, the best the Government can do is to find money which may provide from 10 to 15 additional traffic policemen.

It would be laughable if it were not so tragic. What is necessary is for there to be some direction and drive from the top; for a spirit of enthusiasm and devotion to be engrained into the hearts and minds of all those associated with traffic duties. I repeat: There is, or there ought to be a sense of urgency in connection with this matter, because an emergency is with us.

No longer is it news for us to read that there was a death here or a multi-tragedy somewhere else; we have become so accustomed to it; and it would appear that this Government will have at least one *bona fide* record to its credit—that is, a record number of deaths, unfortunately, on the roads of Western Australia in the year 1962. And the tragedy of it is that the Government is doing nothing in connection with it. That is why I have felt prompted to indicate it is my intention to move to add a few words to the message which is to be conveyed to His Excellency the Governor. It is to indicate our dissatisfaction with the action, or rather the inaction of this Government.

It is well-known that the speedy motorist is one factor—and I underline that: is one factor—responsible for many of the accidents and deaths which unfortunately occur. But recently, at a meeting of the Australian Transport Advisory Council, which is attended by all State Ministers, and the responsible Commonwealth Minister, a resolution was agreed to that there should be a limit on the allowable speed in country districts. Seeing that we have a greater number of deaths in rural areas this year than ever before, by far, what is holding this Government? Why was it not possible for it to draft a regulation in five minutes?

In other words, this could have been done many weeks ago, but it is typical of this Government that it procrastinates, that it delays, and it dilly-dallies on things that pertain to the people generally; but where something is in the interests of a wealthy concern this Government cannot hurry with sufficient speed in order to accommodate it.

Mr. Ross Hutchinson: What speed would you suggest in country districts?

Mr. GRAHAM: It is not my place to suggest any speed.

Mr. Ross Hutchinson: You have no idea at the moment?

Mr. GRAHAM: All I know, apropos this matter, is that the A.T.A.C., after receiving advice from the component bodies of professional and technical officers in each State, decided that a limitation should be placed upon the speed at which a vehicle can lawfully travel in country districts; and that this Government has done nothing about it.

Mr. Ross Hutchinson: Have you any idea what that speed is or what the standard should be?

Mr. GRAHAM: Sixty miles an hour.

Mr. Ross Hutchinson: Would you have taken that action if you were Minister?

Mr. GRAHAM: Most certainly; otherwise, on these fundamental questions is there any purpose in Ministers and highly-placed departmental officers going to conferences to make determinations on the advice of technical officers if it is proposed that no subsequent action be taken? I have yet to learn that the representative from Western Australia, the present Minister for Transport, protested, and said that the sky is the limit. So far as I am aware he agreed with the question. That is why I ask: "Why has something not been done about it?"

I will say, in deference to the Press in Western Australia, that it has been responsible for making some efforts to reduce the road toll, but no credit is due to the Government. Day after day and week after week *The West Australian* and the *Daily News* particularly were publishing letters to the Editor in their columns and printing feature articles and all the rest of it, advocating that drivers' licenses should be suspended as a penalty for the offence of speeding. After a sustained campaign, the courts took some notice. However, they then relaxed for a period until the Press became active again in advocating license suspensions; and so the order of the day is that the courts are imposing, in addition to the ordinary penalties, the suspension of drivers' licenses.

To my mind, it is a shocking state of affairs that the courts should be influenced by Press propaganda; and, in saying that, I am not criticising the newspapers. In that respect they did a wonderful job for the people of Western Australia. I condemn the Government. Surely it should have taken some action to ensure that the law was amended to provide for automatic disqualification of a driver's license in certain circumstances, as Parliament has already decreed in respect of persons who have been found guilty of driving under the influence of liquor.

We have decreed that a person who drives under the influence of liquor is a potential killer. A person who travels at an excessive speed is also a potential killer; and, furthermore, he is a conscious one, and he should be subjected to the full rigour of the law. If it is found to be inadequate in this respect it should be amended in order to cope with such a situation.

What is the position at intersections and junctions? One can see from the returns made available this evening in answer to questions I addressed to the Minister for Transport that in the metropolitan area thousands of accidents occur

at intersections and junctions every year.

Every day it is quite common to read in the Press of not one, two, or three, but half a dozen or more persons being injured following an accident at an intersection.

What has happened to the rule of giving way to the right? I know it was not in existence for a period of two years because of action taken by this Government. Are the people still in a state of confusion over this rule? What effort is being made to ensure that the public will conform to the regulation? I venture to say that there is not one motorist in 10 who yields to the traffic approaching from his right when travelling along any road that is regarded as being a major road.

I wish to put a query to all members of this House; but I do not ask that they answer me now, because some members might embarrass themselves. However, proceeding down Harvest Terrace with a view to entering Hay Street, how often does one find drivers travelling down Hay Street towards the city give way to the motorist in Harvest Terrace? Scarcely any of them do. An identical situation occurs at the other end of Harvest Terrace. How many vehicles proceeding up Malcolm Street, travelling west, give way to those vehicles that are about to leave Harvest Terrace? I give these classical examples of two intersections which are very close to this building.

Mr. Ross Hutchinson: They are not classical examples.

Mr. GRAHAM: No; of course they are not. Nevertheless, the motorist who has approached the traffic on his right never gives way at these intersections. What happens then? They proceed about their business without serious interruption until, sooner or later, somebody is unable to get out of their way fast enough and an accident occurs. The motorist who did not give way to his right is definitely in the wrong; but the other party very often is a corpse. Such situations are occurring daily; and what is being done about it? Practically nothing! That is my summarisation of the whole position. I will correct that. Nothing is being done except, perhaps, the erection of "Stop" signs.

In my considered view there is nothing more cowardly or more slothful in an approach to a traffic problem than to erect "Stop" signs. In erecting these signs again at various intersections in great numbers we are returning to the bad old days when we had a traffic advisory committee in existence. By way of example its solution to the parking problem was to forbid parking in the streets. So if we erect "Stop" signs, and perhaps booms at every intersection, then nobody need worry about anything.

I have already told members that when I was Minister for Transport I addressed a memo to the Commissioner of Main Roads giving him reasons why there was something definitely fallacious about "Stop" signs, and he agreed with me. He referred the relevant papers to the traffic engineer, who had other ideas. In any event, it was agreed to remove approximately 50 per cent. of the "Stop" signs throughout the metropolitan area, and that an examination be made of the remainder to ascertain to what extent the number could be reduced.

In recent weeks I have noticed "Stop" signs being erected at the approaches of Hay Street and Wellington Street where they intersect with Colin Street. This means vehicles at those points travelling in either direction along Hay Street or Wellington Street are no longer required to give way to traffic on their right. They proceed merrily on their way without looking, without caring or doing anything else because they are aware that "Stop" signs are there.

However, at the very next intersection—that is, Havelock Street—there are no "Stop" signs; and, naturally enough, the motorist, believing he is in a privileged position, follows the same behaviour pattern as he did at the previous intersection, with the result that there is a crash; and, as invariably happens, it is the innocent party that suffers the most damage. No matter whether he is right at law; it does not mean much to him physically or otherwise.

Therefore, the wrong psychological approach is being taken to educate the motoring public. Motorists feel that if they are protected on either side of the road when crossing intersections for portion of their journey because "Stop" signs are erected at those intersections, they are also given the okay for the remainder of their journey; and, unfortunately, it is that attitude which guides their action at other intersections. However, when proceeding along the track some day or other they must reach their nemesis when some unfortunate individual is hit and damage is done.

Surely the rule of giving way to traffic on the right is a cardinal principle that should be observed by all motorists on all occasions except in those rare cases where we have expressways, freeways, or special roads, or thoroughfares of that nature. However, in the metropolitan area or elsewhere in Western Australia there are no Class "A," "B," or "C," or "D," roads. They are all roads, and the same rules apply to all of them, including the speed limit or any other restriction.

Despite this, officialdom is creating in the minds of people that along certain roads their behaviour can be in conflict with the behaviour of other motorists travelling

along joining roads. So, in part, motorists are being educated, in effect, to breach this cardinal rule of giving way to the right. If that rule were observed by every motorist, accidents at intersections or any junction of two roads would never occur. If that were the case, the number of accidents, serious or otherwise, in the metropolitan area would be infinitesimal as compared with the situation at the present moment.

The other factor, and one on which I endeavoured to insist, was the necessity for motorists to travel on the extreme left-hand side of the road. There seems to be quite a common belief that, irrespective of the width of the road, as long as the motorist is to the left-hand side of the centre line he is obeying the law. There are roads which are 20 ft. and 30 ft. wide on one side, and the same width on the other side; yet it is impossible to pass some vehicles without crossing on to the opposite side of the road, because the habit of the Western Australian motorist seems to be to travel a few feet inside the centre line. On many occasions I have passed motorists on the left-hand side.

Mr. Craig: Which you are entitled to do.

Mr. GRAHAM: Only on roads where lanes are marked.

Mr. Craig: That is what I thought you were referring to.

Mr. GRAHAM: No; I am referring to practically anywhere at all. The only way one can pass on the correct side is to aim one's car at the oncoming traffic. But on the motorist's left-hand side—which is the wrong side; and technically I was breaching the law—there is ample room to get through.

Anybody can see the movement of traffic along the lines I have indicated in every street in the City of Perth, and the metropolitan area. What action is taken? Very many of the tragic accidents suffered in Western Australia arise from head-on collisions; because we are too casual in the city, and because the habit is to travel around about the centre of the road, instead of on the extreme left-hand side. It is a simple matter after dark in the back streets of the metropolitan area, or on country roads, to continue that behaviour; but sooner or later comes the day of reckoning.

I would now like to say a few words with regard to boom crossings. I have already said that I noticed in the Press this morning that Police Minister Craig had told the president of the Perth Shire Council that he would look favourably on any request for flag-type crossings outside metropolitan schools. A flag-type crossing is one which consists of a big metal boom which is operated by the school-children, and which is placed across and in front of oncoming traffic. The newspaper item to which I have referred indicates that the Perth Shire Council

wants these devices; and, in addition, I think it wants marked pedestrian crossings outside the schools. There seems to be a feeling that that provides some measure of safety for schoolchildren.

Some time ago I asked questions in this House without obtaining the information I required; so I chose to write to other parts in order to find out the experience in the Eastern States, which, I am confident, is similar to what we have experienced here; namely, that it is comparatively rare for children to be involved in vehicular accidents in the vicinity of schools. The accident pattern in New South Wales shows from the experience there that in respect of schoolchildren there are 15 accidents beyond a hundred yards from the school, for every one that occurs within a hundred yards of the school.

There are very many obvious reasons why that is so. For instance, we have the child who darts from behind a vehicle or a tree in unexpected places; and that is where the accidents occur. They might also occur perhaps where there is a little skylarking on the road. But when they approach a school, motorists are generally aware of the existence of the school. There is not the odd child, but children in large numbers proceeding from time to time across the street; and because of that everybody becomes immediately acquainted with the fact that there are school children to be considered, and that there is a potential danger.

So I suggest to the Minister that he and his officers carry out a little research to discover where the problem lies. It does not lie outside the front gates of the schools. I repeat that the ratio of such accidents is 15 to one.

I will now touch on the question of booms. Apparently the installation of booms is based on the misconception that that is where accidents happen; or where they could happen. I remember the fanfare of trumpets when the first set of pedestrian crossing booms was installed in Beaufort Street, Mt. Lawley, outside Perth College. I attended the official ceremony.

Members may believe it or not, but whilst the appropriate words were being said, and while the dignitaries from the Government departments and the local authorities were there, somebody decided to proceed down Beaufort Street straight through the boom. One of the traffic inspectors who was there to look after the visitors sprinted as fast as he could some 40 or 50 yards, got into his vehicle, and chased after this unfortunate and unsuspecting individual, finally catching up with him. What happened to the individual, I know not.

The next time I saw those booms in operation was on Anzac Day last year. I remember it, because I have already complained about Perth College—much to its discredit—keeping its doors open on Anzac Day. We had the spectacle of children crossing, with the girls operating these booms. There were a number of visitors, teachers, and other people about. There was a motorist who was proceeding down Beaufort Street and, without warning, the girls swung out this boom. There was a screech of brakes and tyres, and the motorist pulled up against the boom. Scarcely had this happened when the boom gates swung again and hit the car of an unsuspecting motorist on the wind-screen.

These young girls of 14 or 15 years have no traffic sense. Even if they are—as indeed they are—addressed and instructed by the traffic police, they have not a proper appreciation of speeds and the unusual things that happen. In any event those were my experiences on the two occasions I saw booms operating. As I have said, this can be checked, because officialdom was there in great numbers on the first occasion; and there were many dignitaries present on the other occasion.

I have seen children crossing streets outside many schools. Sometimes there are painted white lines only, and sometimes there are no markings at all. But I have not yet seen a child hit. But I have seen many children who were victims of accidents where there were no booms or markings in places far removed from schools. While it is understandable that parents and citizens' associations, and local authorities, should all have this tremendous heart and feeling for the safety of children, none of us surely would seek to contrast the feelings on one side of the House as against the feelings of the other on that particular matter. But do not let us get carried away and start installing devices that will have the opposite effect.

Do not let us run away with the idea that by paintings on the street we are necessarily providing safeguards and protecting life and limb. One of the aspects to be guarded against is the making of these devices too commonplace. If a motorist were to pass pedestrian crossings every 50 yards along the road—using an exaggerated case—they would become completely meaningless to him. Because of that fact the traffic engineers of the Main Roads Department have arrived at a formula, one which conforms with the world pattern in very many respects, but which is far more generous in its provisions as to pedestrian crossings than are those in some other parts of the world.

The SPEAKER (Mr. Hearman): The honourable member has five more minutes.

Mr. GRAHAM: In the several spheres in which this Government has made half-hearted attempts to fiddle with the traffic situation, nowhere can one find a concrete example of its making an attempt—even if such an attempt proved to be unsuccessful—to grapple with this all-important and ever-growing problem.

I suppose it would be appropriate for me to mention briefly a few ideas of mine in connection with the approach to the problem. I suggest, not necessarily in order of priority, that the Government should review the penalties which are inflicted for the major and common breaches. If this Government had not fiddled around with the traffic regulations, and if it did not have a mania for installing "Stop" signs and the like, then we could prescribe a cardinal rule which all motorists could understand, and for failure to observe the rule they would incur the full rigor of the law. That rule covers the occasion on which a motorist is in the wrong when crossing an intersection and fails to give way to the vehicle on the right.

It is possible to teach people such rules, not necessarily by being stern in the imposition of penalties; but the penalties should accompany the other activity which I have mentioned. Might I suggest also that there should be a much stricter enforcement in respect of the basic offence. I feel that too much time is being devoted to trivialities and with breaches of traffic regulations, but not with the important and the death-dealing effects that arise as a result of some of the offences which I have already enumerated. Surely the first priority is to deal with those breaches of the traffic law which are likely to involve damage to the person and to property, and which, in the extreme, are likely to mean loss of life.

The Government might give consideration to a course of instruction for drivers to be really qualified before licenses are granted to them. To drive even a stationary engine or motor in certain industries requires some years of training; but in the case of teenagers, even those next door to nitwits, a simple test has only to be passed before 20 h.p. and 20 cwt. vehicles are placed in their hands, and they can go their merry way among motorists, pedestrians, aged people, children, and others in the community.

There might also be a probationary period prescribed in the case of persons who are granted licenses, and a probationary period for those whose licenses have been suspended and who have been reissued with them. Should a breach be committed during the probationary period the licenses should be taken away.

I suggest that more traffic police officers should be appointed. Perhaps the time has arrived when we should have a separate and specialised force; but certainly

more men are required to exercise supervision on the roads. Surely the Government could find funds for that purpose. More men in plain clothes and in uniform should be engaged to specialise in traffic duties. As I have already outlined, a great proportion of these officers are unfortunately retained in clerical duties and such like. We have all noticed the salutary effects of a patrol officer passing along the road.

Finally, I would suggest that there be more frequent road blitzes when all available personnel in the traffic force in the metropolitan area could be concentrated on traffic supervision on the roads on a particular day, with some such days being advertised and others being selected without warning the people.

Amendment to Motion

Accordingly, I move an amendment—

That the following words be added to the motion:—

but deplores that the Government has neglected to take determined and effective steps to meet the crisis occasioned by careless and reckless vehicle drivers who are responsible for the mounting total of road accidents resulting in death and injury to so many persons.

MR. CRAIG (Toodyay—Minister for Police) [10.12 p.m.]: I listened with pretty wrapt attention to what the honourable member for Balcatta had to say. It was rather a theatrical address. The only thing I can glean from it is the fact that he considers the Government is not doing enough to overcome the problem of road accidents. He is also against "Stop" signs, too many crosswalks, and the like, following a pattern that he outlined to overcome the problem he referred to.

I am rather disappointed with him, because only this evening he accompanied me to the opening of the family seminar conducted by the National Safety Council at which were present 120 to 150 people. This is just one small activity by which the Government, through the National Safety Council, is bringing home the very education which the member for Balcatta considers so necessary.

The main portion of his amendment refers to the fact that he deplores that the Government has neglected to take certain steps. I assure him the Government has not neglected, and I intend to show him why it has not. Perhaps the main activity of the Government has been through the National Safety Council. Might I add that the Government contributes something like £13,000—plus a supplementary amount of £9,000 from the Commonwealth—towards the work of that council. The council, for its part, carries on courses of instruction,

and teaches instructors, who then go out to the high schools and instruct the students.

Yesterday I had the pleasure of attending one such function at the Governor Stirling High School when the first two pupils were given their licenses. There were no fewer than 80 students registered to receive instruction from the instructor at the high school. Possibly the same position applies to high schools throughout the State.

It might be significant if I were to quote some figures which I have already quoted this evening in the presence of the member for Balcatta. They are figures supplied by the Commonwealth Statistician and the Government Statistician in Western Australia. They show the average fatality rate for five years prior to the establishment of the council. I quote from the extract as follows:—

the average road fatality rate for the five years prior to the establishment of the Council was 17.2 persons killed per 10,000 vehicles on the road. In the five formative years after the establishment of the Council, the average dropped to 13.2 and in 1958 dropped again to 10.2 persons killed on the road for every 10,000 vehicles in use. For the 1961/62 fiscal year the ratio of road fatalities had dropped to 8.1 persons killed for every 10,000 vehicles in use. It is only necessary to say that a recent report showed that the number of vehicles registered recently had almost doubled, to underline just how road fatalities in Western Australia are being kept down by the road accident prevention campaign.

I am fully satisfied that every effort is being made by the Government towards educating the people in the requirements of road safety; and I think efforts in this regard are quite successful, as has been proved by these figures.

There is not only verbal instruction, but visual instruction, too; and that is obtained by the signs to which the honourable member objects. He objects to the erection of "Stop" signs, but for what reason I do not know. I could not find any logic in the expressions he conveyed to us. If he had been here last evening he would have heard the member for Perth speak on the Address-in-Reply and make a request for "Stop" signs in Hay Street at a couple of points.

It has already been proved that these signs have reduced the accident rates at these particular junctions by nearly 50 per cent. So that is a sufficiently good reason for me and the Government to believe that they are a most necessary adjunct for road safety and road traffic.

Mr. Brand: Do they conform to the Australian standards?

Mr. CRAIG: Yes; "Stop" signs do. The same pattern follows with regard to crosswalks. I am only quoting my own personal opinion, but I feel that the present arrangements with the right of way for the pedestrian and the motorist is working highly satisfactorily. There was strong opposition when the plan was changed, but I think that today it is accepted by everyone.

Where zebra marks are made on roadways at crosswalks, statistics prove that the accident rate has been reduced by over one-third. So that belies—I am sorry, Mr. Speaker, I am using that word—the expression of the honourable member that the addition of these "Stop" signs and the additional signs on roads are not conducive to road safety. I feel they are. On the question of crosswalks at schools, he quoted a reference in this evening's paper as coming from me. It came from the Perth Shire Council President (Mr. H. R. Robinson), who said—

Police Minister Craig would look favourably on any request for flag-type crossings outside schools.

I will look favourably at any controlled crosswalks outside schools. The honourable member stated that the accident pattern occurs away from schools where children cross willy-nilly where they like after they have left school. The purpose of a crosswalk outside a school or adjacent to it is that the children can be conducted over the road at one time instead of wandering at will across the road. That is the main purpose of the crosswalks. They are recognised by the motorists; and they give children a fundamental knowledge of road safety. I repeat that I am strongly in support of any move towards having some control over children after they leave school.

Mr. Guthrie: Do they have to have booms?

Mr. CRAIG: Not necessarily. So far as additions to the Police Force are concerned, its strength has been increased by 25 new recruits; and those 25 are entirely separate and in addition to the normal replacements that are necessary. Of the 25, approximately 15 will be engaged on traffic. I will say this, and I have said it before: I do not care if there are ten times the number of policemen on the road, we will get the same accident pattern. One has only to read any paper one likes to see the number of offences for speeding and to realise the fact that drivers are having their licenses suspended for one, two, or three months, to convince them that so much depends upon the human element. The only way to overcome this traffic pattern is by education.

I think the Government is tackling the problem in the right way; and that is through the National Safety Council and

its road safety division. I am highly satisfied with the results. It is most unfortunate that the honourable member has seen fit to move this amendment to the Address-in-Reply. I know that members opposite appreciate this problem just as much as we do and that if they were the Government they would do everything possible to overcome it. It is a problem that cannot be treated lightly, but I most strongly oppose the amendment to the Address-in-Reply.

I have already made reference to speed limits and the National Safety Code. We are endeavouring to obtain uniformity of the traffic code throughout Australia; and we have decided to accept the code in principle. However, it will be realised there are certain features of the code that cannot be regarded as practical for this State. Nevertheless, all States are working towards uniformity. Our committee is actively studying each section of the code. Only last Monday it was decided that we would adopt the standard "No Parking" sign. The question of speed limits will come up for discussion later on. I have expressed my views to the committee, and there is no reason why I cannot express them now. I am in favour of the standard code of 60 miles per hour speed limit outside the metropolitan area in certain zones. It is futile to set the speed limit at 60 miles per hour in the north-west. How would one police it? But, say, from Perth to Northam, or Perth to Bunbury it should be possible for that arrangement to be made.

The crossing of double lines creates problems here; but that particular point, and the question of speed limits, and other matters in the code are being actively studied by this committee. I am convinced that the Government is doing everything it can towards overcoming the high accident rate; and I do not feel the amendment moved by the honourable member will serve any useful purpose. I consider the efforts being made at the present time are highly satisfactory and I therefore oppose the amendment.

MR. HAWKE (Northam—Leader of the Opposition) [10.22 p.m.]: I support the amendment and want to make only a few remarks about the problem of road safety, which is an extremely difficult one. I am afraid we will always have road accidents with us. I think the problem stems basically from the fact that it is comparatively easy to obtain a license to drive a motor vehicle.

I think it is correct to say that it is much more difficult to obtain a license or a certificate to drive a railway engine, or even to drive a stationary engine, than it is to drive a motor vehicle on the open road; and so long as it remains as easy as it is to get this driver's license for a

motor vehicle, so long will we have a considerable number of accidents occurring.

Mr. Brand: As a South Australian, and from a point of interest, was it a fact that, until quite recently, you could simply apply there for a driver's license without a test?

Mr. HAWKE: Yes; that was the situation in South Australia for a great many years. However, more recently they have changed that system and have brought in the system of granting a driver's license only after the applicant has passed the requisite examination. These examinations for certificates are not very strict.

Mr. Craig: What, the instructor's certificate?

Mr. HAWKE: No, a license to drive a motor vehicle on the open road. They are not very strict and they are not very involved. They do not cover very much; and consequently I have no doubt that many people obtain licenses to drive motor vehicles who are not fit to really be in charge of a vehicle which is extremely powerful and which, of course—

Mr. Craig: How long is it since you have seen the actual operation of someone getting a driver's license?

Mr. HAWKE: A good while.

Mr. Craig: It has altered quite a lot.

Mr. HAWKE: I am pleased to hear that there has been some substantial tightening up—

Mr. Craig: There has been.

Mr. HAWKE: —in the examinations and that they are now much more extensive than they were some years ago. That, I think, is a move in the right direction and a move which could have the effect of reducing the overall accident rate.

Mr. Jamieson: It often depends who the driver is.

Mr. HAWKE: Carelessness has a great deal to do with motor vehicle accidents and I am of the opinion that carelessness begins with a motorist in a small way as it begins with other people in other activities in a small way; and once carelessness is allowed to develop in a small way with a motorist or anyone else, that carelessness naturally grows, even though the person concerned might not realise that he is being careless—might not realise that the habit of carelessness is growing upon him all the time. Therefore in this field of road accidents carelessness is greatly increasing the accident potential.

Any member of this House, or any other person for that matter, has only to walk into the city any day and keep both eyes open and watch what is going on to see carelessness almost unlimited in relation to people associated with the driving of motor vehicles. Take, for instance, the person who gets out of his motor vehicle on the traffic side. How many times do we see

the traffic side door open and the driver come out blind on to the roadway? He does not even look. He comes out of the car backwards into the traffic. I see that very often; and the oncoming motorist quite often has a hazard created for him by that activity. He has very suddenly to give his steering wheel a sharp movement in order to avoid this careless motorist and escape what looked like being an accident at the time.

This is only one sort of carelessness. I have never seen it checked. I have even seen vehicles double parked and the driver of the double parked vehicle getting out blindly on the traffic side. I have even seen traffic policemen go by these situations, but I have never seen them chat the person double parked or the person who gets out on the traffic side in the path of oncoming traffic.

This is only, as I say, one instance of this carelessness of which I speak. There are a dozen and a half other types of carelessness of similar danger. We know about the by-law which is supposed to prohibit parking of vehicles within a certain distance of an intersection. Any member of this House can walk down into the city any old day and see vehicles parked right on to the intersection almost obscuring the vision of travelling vehicles as they turn left or right.

I am very strongly inclined to think that if the traffic policemen—or for that matter the ordinary policemen on beat—were requested to operate a campaign against every act of carelessness on the part of motorists, we might see a considerable improvement in the behaviour pattern of these vehicle drivers who are careless. I am not saying they are wilfully careless. I cannot imagine that many of them are wilfully careless, because what they do is so dangerous—dangerous to themselves and dangerous to other people in the vicinity.

I do not know what the standing of the ordinary policemen is in regard to traffic situations; but I would like the Minister, if he would for a moment, to listen to what I have to say. I would hope the ordinary policeman, on beat, travelling on foot, would have the authority—and I think he has—to take notice of these gross acts of carelessness—

Mr. Craig: Of course he has.

Mr. HAWKE: —or even the smaller ones, and courteously to indicate to the motorist that he has been acting carelessly and by his careless activities is endangering his own life and the lives of others. I am sure that if there were a campaign carried on against this sort of thing, many motorists would readily realise how careless they are and would understand the road hazards they are creating; and, having had their understanding stirred up to a realisation of what was involved, I think they would do the right thing.

I do not believe that among the motorising public as a whole there are many persons who wilfully create road hazards. Most of them do it through carelessness, and some do it through over-confidence in their ability to manoeuvre cars. I thought when I obtained a driver's license I knew a bit about driving. I have been driving for about 40 years since, and I am of the opinion these days that there are not many really good drivers on the road; not many drivers who really understand all the principles and details of safe driving. There are so many angles to it, particularly in regard to passing vehicles and that sort of thing.

I would reinforce what the member for Balcatta said about the remarkably large number of motorists who keep their vehicles in the centre of the road instead of as near as possible to the left. That is a bad habit which motorists seem to get into. Why they do it I do not know. I admit that when I get out on to the open roads in the country I do it myself because I have the feeling that if something goes wrong with a car you have a bit more room to manoeuvre the car if the steering is suddenly difficult to control. However, when there is any quantity of traffic about, obviously it is not only the legal thing to do but the sensible thing to do to keep the vehicle as near as possible to the left.

With regard to pedestrians, I would say that my sympathies have always been 100 per cent. with the pedestrians, even with those who do not appear to exercise as much commonsense and as much discretion as we think they should; because, after all is said and done, the pedestrian is absolutely defenceless, whereas the driver has plenty of protection—certainly complete protection against anything the pedestrian might do to him.

In regard to crosswalks for pedestrians, I frankly do not like them at intersections, because, unless the intersections are protected by lights, there are so many motor vehicles moving in so many directions that pedestrians can easily get into a dangerous situation and not know quite what to do or when to do it.

So I never use, or very seldom use, crosswalks at intersections when I am on foot. I go away from the intersection and wait for a reasonable opportunity to cross the roadway—because then, at the worst, one has only to concern oneself with two lanes of traffic: one going one way and the other going the other; whereas at the intersection one may have to concern oneself with four lanes of traffic if that intersection is not protected with lighting systems.

I would not suggest for a moment it is a problem in respect of which it is easy to produce dramatically effective action in a short period of time. After all is said and done, there are thousands of motor

vehicle drivers on the roads operating their vehicles. Some of them probably cannot drive as well now as they did when they obtained their driving license, because of advancing age or because of some physical weakness, or something else which might have developed.

We all know, unfortunately, the guilty motorist on the road often does not get involved in accidents. He can create a hazard and cause someone else to be involved in an accident; but he himself—he is perhaps breaking a regulation or a rule, or travelling at a fast rate of speed around a vehicle, over an intersection, or around a corner—gets away with it; and the person who has been trying to obey the regulations—trying to do the reasonable and safe thing—is the person on the receiving end.

However, I would agree entirely with the member for Balcatta that even the best is hardly good enough in this situation from any Government.

Mr. Craig: Is it deserving of censure?

Mr. HAWKE: We cannot do too much to ensure the greatest measure of road safety possible for all concerned.

On the question of "Stop" signs I must say frankly, as a motorist, that I do not like "Stop" signs. I much prefer, if there is to be a sign, the "Slow-15" sign. I am sure the member for East Melville knows what I think about one "Stop" sign. I recall one intersection in his district. This particular intersection is one of the most wide-open intersections one could imagine—wide open regarding view; yet there is a "Stop" sign there. One travels on 100 yards and comes to another intersection which is much more dangerous, but there is no "Stop" or "Slow-15" sign there.

The logic of what the member for Balcatta said in his opposition to "Stop" signs was and is that where a "Stop" sign is established it breaks the rule of giving way to traffic on the right, and could create in the minds of some motorists—not all, certainly—the idea that if they can avoid giving way to traffic on the right at this intersection, they might develop the habit of thinking they can do it at every intersection where no "Stop" signs exist, and consequently be responsible for causing accidents.

I do not like "Stop" signs. I do not think they are necessary really, and I am sure the "Slow-15" sign has very much more in its favour than the "Stop" sign. However, I suppose the other argument is that if a "Stop" sign at an intersection prevents one accident, it might be worth while. However, if we follow that argument to its logical conclusion we would have a "Stop" sign at every intersection in Western Australia—certainly at every one in the metropolitan area.

Mr. Craig: No we wouldn't.

Mr. HAWKE: The question, of course, does arise as to how much we are to regulate the motorist and how much we are to expect him to use his own commonsense and his own knowledge of the regulations, and his own overriding anxiety—I would hope, all the time—to do the sensible thing to avoid accidents and to avoid even creating hazards on the roads which might lead to accidents.

I do not want to get on to the subject of what some of these traffic policemen do, although I may have something to say about that later in the session. I have seen some of them pass motorists who have been breaking the regulations and the laws.

Mr. Craig: They may have been off duty.

Mr. HAWKE: But that is not the general rule. Mostly, when a motorist is breaking a regulation or a rule, they go after him. But I have seen instances where they have not bothered. Why that would be I do not know—unless perhaps a traffic policeman feels if he has booked a certain number of erring motorists in one morning or in one afternoon it is a fair—

Mr. Craig: That does not apply.

Mr. HAWKE: That does not apply?

Mr. Craig: No.

Mr. HAWKE: Can the Minister for Police tell me why they would not—

Mr. Craig: You give the exact instance and I could possibly make inquiries; but you are generalising.

Mr. HAWKE: I will make a note of some in the future and pass them on to the Minister.

Mr. Craig: Don't hesitate to let me know.

Mr. HAWKE: I am sure the Minister has seen the same sort of thing—perhaps not since he became Minister, but previously. As I have said, these careless acts take place almost every hour of every day. I have seen a policeman walk by and not even take notice, let alone go up to the motorist and have a quiet, sensible, talk with him with the object of trying to develop in him an attitude of greater care towards his own responsibilities and towards other people who might be involved.

I have some sympathy with the Minister in this matter because we all regret very much the frequent accidents which do occur—the very serious and the many fatal accidents that occur.

I finish on the note on which I started, by saying that as long as people, and particularly young people—very young people—are able to get licenses to drive these powerful, dangerous vehicles around the roads, well, of course, we must expect accidents. The duty of the Government,

of the Minister, and of the police concerned, is, of course, to keep the accident rate down to the minimum. In that regard we should also expect from every motorist—and particularly from ourselves, as individuals in charge of these motor vehicles—the greatest possible care and the greatest possible skill in the operation of these machines.

MR. GUTHRIE (Subiaco) [10.43 p.m.] : I listened with interest to the Leader of the Opposition. I was not quite certain whether he was supporting the Minister or the member for Balcatta. Nevertheless, I thought he put up a very good case in support of the Minister, even if that was not his intention.

Mr. H. May: He was very fair to the Minister, I thought.

Mr. GUTHRIE: Very fair indeed—I will concede that. He made reference to the "Slow-15" sign. The Minister can correct me if I am wrong, but I thought the "Slow-15" sign was a thing of the past and was now being replaced by the "Give Way" sign, which to me is much better. No-one could understand what the "Slow-15" sign meant. The "Give Way" sign is quite explicit. It tells one what it means. When one comes to an intersection and sees a car crossing that intersection, one has to give way to that vehicle. The member for Balcatta pointed out that the "Stop" sign had the effect of bringing traffic to a dead stop at a dangerous intersection. No doubt in some instances these signs are erected in places where they should not be, but errors do occur.

It has been truthfully said that accidents do not occur between two stationary vehicles; and the more one can bring traffic to a stop at dangerous intersections, the more chance there is of reducing the accident rate.

I could not agree more with the Leader of the Opposition when he says that the greatest problem—and I am convinced of this, having driven for many years around the metropolitan area and in the suburbs—is the sheer carelessness of drivers. I propose to describe to the House a drive I took this morning from my own home into the city. I proceeded along Hamersley Road, Subiaco, into Thomas Street, until I reached the intersection of King's Park Road and Thomas Street which, as most members know, is a very hazardous intersection. I wished to turn to the right up King's Park Road. There was traffic proceeding along Thomas Street from the direction of the Children's Hospital, and it was obviously going to continue along Thomas Street. In those circumstances I consider it my duty, according to the traffic regulations, to wait until the road is clear before I change direction and cross over a moving line of traffic. But following immediately behind me was

an M.T.T. bus which, obviously, also wished to turn to the right up King's Park Road. However, the driver of the bus was not prepared to be patient; he swung in to the left beside me and cut through the traffic—a sheer case of flagrant carelessness and reckless driving, and this by a professional driver.

I then proceeded up King's Park Road until I reached the intersection of Colin Street, where a driver came out on my left from Colin Street. He obviously wished to turn to the left up King's Park Road, and he came up to the intersection at a speed of about 25 miles an hour. When he was about 10 feet or 15 feet out into King's Park Road, he decided to stop, obviously driving on the bluff and hoping that I would stop and allow him to turn to the left to proceed up King's Park Road. I braked and swung to the right as far as I could, but had there been another vehicle coming up on my right, the driver would have had no option but to crash into my car; otherwise he would have been jammed up against the kerb.

At that stage I proceeded down Mount Street with the object of turning down Spring Street. When I started travelling down Mount Street, I followed a car which was hugging the left-hand side of the road—an unusual thing, as the Leader of the Opposition said, and I agree; people do not often do that. However, this driver was hugging the left-hand side of the road; and then, when we got a few yards from Spring Street, he suddenly put out his hand, swung across my bows, and went down Spring Street. So, in a short space of five minutes, there were three major breaches of the traffic regulations; and that is the sort of thing that is going on all the time in the metropolitan area.

What is the method of dealing with them? The police obviously cannot be at every intersection at all times of the day and in all suburban streets, where a great number of these accidents are occurring. I believe, as the Minister has said, that the real answer does lie in more education of the public—more prevention than cure afterwards by educating the public to better road manners. I think, too, that the work of the National Safety Council in this regard is to be commended.

I listened with great interest to the extremely impressive figures the Minister quoted which show—despite all the hullabaloo in the Press, which would have us believe that we were getting to the point where there was open slaughter on the road—that per 10,000 vehicles the accident rate is falling; and the only thing that really counts is what the actual accident rate per 1,000 vehicles on the roads is.

Mr. Graham: No; that is a very artificial approach to it.

Mr. GUTHRIE: It is not necessarily so.

Mr. Graham: Yes; it is.

Mr. GUTHRIE: It is fairly obvious that if there are 100 accidents per 100,000 vehicles, and we can keep the accident rate down to 110 per 200,000 vehicles, there is an improvement in the traffic on the road. We cannot just take it on the bare gross figures.

I must say that I listened with great interest to what the Leader of the Opposition had to say concerning new drivers. My own view is that the worst drivers on the road are not necessarily the new drivers but are the young drivers who very often have had licenses for many years and have reached the stage of being bizarre in their style of driving. They approach intersections, always on the bluff and at tremendous speeds, and then come to a sudden stop. It is things like that that cause accidents, and it is the younger, careless, reckless driver who is one of the worst offenders and one of the most discourteous drivers on the road.

Despite what the member for Balcatta said, I have never been impressed with the idea of automatic penalties. Automatic penalties can produce most unfair results. Men can have their licenses for 20 or 30 years, and have a completely clean record; but just because they offend on one occasion they can incur an automatic suspension. Is there not some virtue in persuading people that by continuing to drive decently, they will be given some encouragement? I believe that such people should get some consideration from the courts if they are unfortunate enough to be involved in an accident, which for them would be a very rare occurrence.

The other day a personal friend of mine was arraigned before the court for the first time in his life; and his offence was that although he had driven along the Kwinana Freeway at 50 miles an hour, he had not reduced speed to 35 miles an hour over the last few yards of it, even though he was still on the enclosed road. That was his first offence; he did not have a record for parking or anything else, but he incurred a one month's suspension of his license. If that is common sense, then I think it is time the magistrates took a little less notice of what the *Daily News* said and got down to the actual practice of the law; and that is always to show some encouragement to the first offender.

I must say that I was rather appalled at the campaign which the *Daily News* ran and in which I say without hesitation, it set out to intimidate the magistrates. I regret to say that one magistrate—and it was only one magistrate—weakened. The others did show some common sense. It has become general knowledge in Perth that if one is unlucky enough to be arraigned before one particular magistrate one is certain to lose one's license; whereas if one is lucky enough to go before any

of the others, one has a chance of keeping one's license. In my humble view when editors of the *Daily News* reach the stage where they are intimidating magistrates and hindering the course of justice, some consideration should be given to arraigning them before the courts for contempt of court. It is not the part of newspapers to tell the courts how they shall administer the law.

I do say that we do not want to think solely in terms of penalties, but we want to think in terms of incentives and training; and for that reason I could not subscribe to the criticism made by the member for Balcatta, and I therefore find myself forced to oppose his amendment.

There is just one last point I want to make while I am speaking to this amendment, and this was brought to my notice in a letter I received today. It was a copy of a letter which had been sent to the Minister for Police, but I think it was wrongly directed to him. It concerns two new highways which are in the process of being completed, and they are the extension of Hay Street out towards the Commonwealth Games Village, and Selby Street. At present Selby Street is a single-track road, but I understand it is planned to make it a dual road.

Mr. J. Hegney: Soon they will have to put lights there!

Mr. GUTHRIE: I was going to talk about that. I always understood that some form of circus was to be built, but there is no sign of it on the roadway that has been constructed. I can think of no other place in the metropolitan area where two dual roads with median strips cross each other; and, of course, such a thing cuts right across the modern conception of overways and underways and circuses. I know that this is not a criticism that can be levelled at the Government, because it is not a Government road. It is true that the road is being built by the Main Roads Department, but it is being built by the department as a private contractor for the three local authorities involved, with Government financial aid. The three local authorities involved in the construction of this road are the City of Perth, the City of Subiaco, and the City of Nedlands; so it is not a complaint which can be levelled at the Government.

However, to me it is a matter of some concern to think that a piece of ground which four years ago was virgin bush, is to have two major roads crossing each other in this way. It appears that they will simply cross at right angles, and I have been told that already some collisions have occurred. I sincerely hope that, at least before the completion of Selby Street, something will be done to avert what obviously will become one of our worst traffic hazards in the metropolitan area.

MR. MOIR (Boulder-Eyre) [10.55 p.m.]: I support the amendment moved by the member for Balcatta. I have a certain amount of sympathy for the Minister for Transport because, like the Leader of the Opposition, I agree this is an extremely difficult problem. However, I am far from satisfied that everything which should be done is being done.

I was extremely disappointed to hear the Minister mention—and this was reiterated by the member for Subiaco, who has just resumed his seat—that the figures are very good because they show a decrease in proportion to the number of vehicles that are on our roads. Are we going to reach the stage when we are to take notice of statistics just because they prove that the number of road accidents have in fact decreased when they are considered in relation to the increased number of vehicle registrations, and that the figures in relation to accidents are quite good when compared to our population figures?

Mr. Craig: In comparison with vehicle figures.

Mr. MOIR: I know the Minister is a very humane man, but one of our problems is that everyone is too complacent about the road toll. It is considered as being something which is inevitable because the traffic on our roads is increasing daily. I am sure we can never accept that point of view. The Minister mentioned the work that is being done by the National Safety Council, but I do not know a great deal about it.

Mr. Craig: The opportunity is offering for everybody to learn all about it.

Mr. MOIR: I received its literature in the same way as every other member has. I realise that it trains instructors who are sent out to the various high schools for the purpose of giving instruction in the driving of vehicles to the pupils. I understand that the council also conducts a school for drivers. However, that work is only a drop in the bucket in making a real approach to the problem. I will admit it is an extremely laudable objective to instruct children to drive vehicles in an efficient manner so that when they have a vehicle of their own they will be competent drivers. Nevertheless, a large percentage of people driving vehicles today should not be holding a license. That is quite apparent from the way they behave on the roads.

Mr. Craig: There is a family seminar being conducted by the National Safety Council tonight in connection with the driving of motor vehicles.

Mr. MOIR: How are we to know about that?

Mr. Craig: It has been publicised enough in the Press.

Mr. MOIR: Can the Minister tell me how the people in Kalgoorlie or Esperance, for instance, can attend such a school? There are bad drivers in those centres just as there are bad drivers in the metropolitan area. We must adopt a different attitude entirely if we are to solve the problem. I agree with the member for Subiaco that it is not the very young driver who is the cause of accidents. In most cases, a 17-year-old driver is very careful. It is those drivers who are in the age group ranging from 20 to 30 years who present most of the trouble.

When one sees a driver committing a breach of the traffic regulations, one often discovers that the offending driver is a young person; that is, between the age of 20 and 30. It is the drivers in this age group who also drive dangerously on country roads. I am not condemning all of them in that age group because some are extremely good drivers.

Unfortunately, the greatest number of deaths are occurring in that age group, and the State cannot afford to lose such young people. Apart from being a sad loss to their relatives, their deaths represent a serious economic loss to the State. I know that in order to obtain a driver's license one has to undergo a fairly severe test, but this is not uniform throughout the State. I think members are well aware that in some parts of Western Australia a person can obtain a driver's license without much trouble.

After all is said and done, other types of machinery which are stationary and nowhere near as dangerous as a speeding motorcar must be in the charge of men who hold proper qualifications, which are obtained only after a great deal of preparation and examination. Such men are usually granted a certificate to show that they are fully qualified to drive such machinery. Many years ago I obtained a steam engine driver's certificate and therefore know the amount of preparation that has to be done and the knowledge that one must have before one can obtain such a certificate.

In comparison, any person can be granted a license to drive a motor vehicle after a short test, and when he has proved that he can handle the vehicle efficiently in traffic and is fairly well acquainted with the traffic regulations. For instance, a young person of 17 to 18 years of age is able to obtain a license to drive a vehicle which has a horsepower of 90 or even more.

The member for Subiaco referred to Selby Street and its traffic hazards. I want to refer to aspects of the problem which are similar to that which he raised. I do not think everything is being done to avoid accidents happening. For instance, I think greater attention should be given to the construction of our roads in order

to avoid many of the dangerous bends which now exist, especially on country roads. In my opinion there is no necessity for many of these bends whatsoever. In the metropolitan area Selby Street is a prime example of a badly-constructed road. As the member for Subiaco said, a few years ago the area through which that road runs was virgin bush. In fact, there is still a great deal of bush in that vicinity. I am sure I do not know why that road should be constructed with a bend in it. I hope the Minister will be able to give the reason for the bend.

Mr. Bovell: The present Commissioner of Main Roads is making a contribution to the main roads system in this State which is second to none.

Mr. MOIR: I agree that he is doing an excellent job on the construction of main roads throughout the State, but that has nothing to do with the problem in hand. I agree that the painting of that double line in Selby Street is going to cause a tremendous number of accidents unless something is done to control the traffic in that area.

Referring again to the roads in the country, I know that those throughout the goldfields often bend and wind through bush country apparently without rhyme or reason. I certainly cannot see any reason why there should be bends at several points in the roads I have travelled along. Where it is at all possible, a road should run in a straight line from point to point.

Another traffic hazard is that often, in travelling along a narrow bitumen road—in most instances only 12 ft. wide—one is going over the crest of a hill and is therefore blind to any approaching traffic, and if a vehicle is travelling in the opposite direction a little to the centre of the road one often has great difficulty in avoiding an accident because one has to pull well over to the left of the road and travel on loose gravel. I recall that only a few weeks ago an accident occurred at Widgimooltha which resulted in several people being killed. I think the circumstances I have just outlined applied in that case.

Where a road has to travel over any rising land, such as over a hill or other high terrain, in my opinion the crest should be levelled off or widened so that motorists travelling over it blind to approaching traffic, could do so without having to travel to the extreme left of the road on loose gravel should another vehicle be approaching in the opposite direction at the same time. I think that is only elementary in roadmaking.

I agree with the Minister for Lands that the Main Roads Department is doing an excellent job, yet we find it will permit such simple mistakes as that. As I say, we do not pay enough attention to the safety angle when we build roads. We

build excellent roads to carry traffic, along which cars can speed at fantastic rates.

I agree that the traffic police do a reasonably good job; but I also believe that the police engaged on traffic work should be far more numerous. We know they cannot be everywhere, and we should be employing every possible one of them that we can afford to employ. While the educating of drivers is essential, there is a certain type of person who will not do the right thing unless he is compelled to. It is only the fear of penalty that makes him do the right thing; and the person who observes the law must be protected from the person who does not. As the Minister knows, human nature being what it is, some people take a delight in breaking the law. They are the people who will not conform. They make their own rules as they go along.

Another matter at which we should have a look, on the question of traffic control, is that dealing with shire councils. We find that quite a number of these shire councils have large numbers of vehicles in their area, and they obtain considerable revenue from license fees. Yet, what do we find? We find that in some instances they employ one traffic inspector to police the roads for anything up to 18 hours a day. For the most part there is traffic on the roads for 24 hours a day. It is a physical impossibility for such an officer to police traffic in this area all that time; and consequently we find a very haphazard style of road manners in some country centres. Thought must be given to the institution of over-all traffic control.

Another feature which appears to be peculiar is that the traffic branch seems to be entirely divorced from the rest of the Police Force. I am sure that if a uniformed policeman saw somebody doing something wrong, in a traffic sense, no notice would be taken of it. All police officers should be on the alert, because it is their job to see that all laws are obeyed.

I feel sure the reason for so many accidents in the country is that there are so many city drivers using those roads. Those drivers get on to an open road and speed along, and eventually find they are unable to handle their cars when it is necessary for them to get off the bitumen to avoid other traffic. We all know country roads can be very treacherous. People who are used to driving on them can sometimes make mistakes, because one may pull off the bitumen a little bit on to what one thinks is firm ground, only to find it is not firm ground at all, and consequently one finds the wheels ploughing in and swinging around. Some people who drive along country roads travel at amazing speeds.

A few weeks ago when I was coming up from Esperance I noticed a car being driven by a man. Alongside him was a woman and two little children. The man came tearing down the road in his car. Incidentally, on that particular road we generally give each other a wide berth because of flying stones. One can always see heaps of glass lying about on that road because of broken windscreens. When this man moved his car off the bitumen it swerved, and I do not know how it did not turn over. Surely he should have had some regard for his wife and children who were with him! That illustrates the silly things that drivers do.

I think there should be a speed limit in country districts, though I do not know how it could be policed. I notice that the Commissioner of Police said people could be dealt with on the open road if they were guilty of dangerous driving. But the question is: Who is to police this? That, of course, is the problem.

I feel we must devote far more of our license fees to the appointment of law enforcement officers for the control of traffic. Let us not be complacent about this matter, because it is a very serious one. Irrespective of whether it is elderly people who lose their lives or are maimed; or whether it is young people who lose their lives or are maimed, we cannot afford to have this slaughter and injury that is so evident on our roads today.

MR. JAMIESON (Beeloo) [11.12 p.m.]: I suppose this is a matter on which one can find more experts in the world than on any other one would care to name. Each and every one of us would have his own ideas, and be prepared to put them forward on occasions such as this. I do think, however, that there is merit in the amendment moved by the member for Balcatta, even if it only helps to highlight the concern of a House such as this for the toll that still exists on our roads.

I can only half agree with the member for Subiaco in his statements about the Press. I will agree that they wrongly coerce magistrates into action which need not be taken in some cases; but on the other hand the Press does highlight the number of deaths that occur, and that should be a great warning to motorists on the road at any time.

However, I do think we are all missing the salient point associated with motoring these days. Whether we like it or not, today speed is the essence of all contracts. It may have been the essence of the reason the M.T.T. bus driver who may have been running a bit behind schedule and accordingly shot through on the wrong side of the member for Subiaco this morning. Then again there is the man who is driving an overlaid cement truck, and who has possibly had a bit of a hold-up and is accordingly making up time.

Again, we may have the ordinary motorist who wants to get from point A to point B in a hurry, and who does this by going through the traffic at a speed far in excess of that at which he would travel if he were driving in a more rational manner. The only way to overcome this is the obvious way. The Government is at fault, because it has stalemated on the move to establish ring roads. All the moves that have been made up to date have been tentative. We must push ahead fast on this problem. We were given figures which showed an increase in the motoring fraternity of Australia. The roadway estimates, however, have not kept abreast with those figures. That is the problem.

No doubt the Minister would say that finance was the problem, but finance is always a problem. When the poliomyelitis scourge was raging in our midst and the disease became a killer of the people, money was found to deal with it. In this case money should and could be found to deal with the increasing number of road deaths in these days. We should move quickly to enable motorists driving vehicles which are built for speed to use roads which have been built for speed.

In that respect I would point out that there are very few accidents on the Freeway because it has been built for a certain purpose: to get the motorist quickly from the Narrows Bridge to Canning Bridge. In only a few cases are there wild ones who cause an upset among the motorists. The Freeway has proved to be a success, and very few problems associated with the traffic using it have arisen.

That is an example of what must and should be incorporated in our thinking in connection with traffic control in and around the city. Once ring roads have been effectively established, they could be criss-crossed with service roads. A more restricted speed limit could be imposed on those roads, probably one less than the speed limit in force today. It would then be incumbent on motorists to use such access roads and freeways.

This would be the ultimate way to overcome crowding in our hospitals which occurs as a result of increased accidents involving in some cases the loss of life and limb. The cost to the community arising from such accidents must be huge, and the injury caused to the people of this State must be tremendous. Of course steps should be taken to forge ahead with the provision of these roads.

I did hear the Premier say, after the member for Balcatta had moved the amendment: Why worry about sending overseas for the views of experts, implying that the member was setting himself up as an expert. Perhaps the member for Balcatta is no more an expert in this matter than any of us. We all have our own ideas and we all have many suggestions to offer. The member for Balcatta

is not in favour of "Stop" signs to any large extent, but the member for Subiaco likes some other kind of signs. Personally, if a choice had to be made between the various signs, I would advocate the "Give Way" sign as the best. Perhaps all "Stop" signs should be done away with, and in their place "Give Way" signs installed, because some "Stop" signs at the present time have been erected in absurd positions. I do not know what reasoning induced the traffic authorities to place "Stop" signs at some of the road junctions, because some are placed against the flow of traffic instead of with it; this is a stupid move on the part of those in control of these signs.

Last year the previous Minister for Transport was taken to task as a result of the traffic hazard which arose from the introduction of one-way traffic along James Street. I draw the attention of the Minister to that aspect again. What has arisen by the introduction of the one-way circuit taking the traffic from Moore Street crossing—that should be a through road—is to divert it along Beaufort Street. When the red light shows against traffic from the Beaufort Street bridge, at the corner of Wellington and Barrack Streets, all traffic from the north comes to a standstill.

The flow of traffic from James Street in front of the police buildings should be permitted to cross. Very often during peak periods there is no break in the traffic, because of the one-way circuit. Other traffic using this road has also been slowed down by the one-way circuit in Beaufort Street, and before very long some motorists will become temperamental and disregard the regulation. Such instances can be overcome.

I do not think we should obtain the views of overseas experts on these matters, because they can become as much confused as any of our own experts. They all seem to have different ideas. Some of us may have seen on a recent television show, in a model form, the various free-ways and intersections which have been built in the major cities of the U.S.A., and how they function. Some of these were fantastic constructions. I am sure that some were designed to confuse the motorist completely, while others were simple and effective.

The major problem which faces us is to bring about the early establishment of a complete ring-road system, not necessarily under the proposals as outlined by Professor Stephenson, but through the suggestions of people who have knowledge of local conditions and habits of the motorist public. Of course, data on this matter is available as a result of traffic censuses which have been undertaken to indicate

the destination of motorists. The important thing is to design these roads on the basis of local conditions and habits.

A move should be made by the Government to conduct a competition early, with a substantial prize attached to it, for formulating the lay-out of a limited access circuit to cover the whole of the metropolitan area. The system should be proceeded with forthwith. To suggest that it will be built in 20 to 30 years' time, when the chaos on our roads will become unmanageable, is absurd. By that time we would be able to quote traffic statistics and accident rates at a ratio of people per hundred thousand vehicles, instead of per ten thousand vehicles as was done by the Minister.

The accident rate at intersections might be reduced, but that would come about not so much as a result of an inadequate road system as from the fact that traffic would be so dense that vehicles would have to travel bumper to bumper. The comparison made by the Minister in quoting statistics of road fatalities to the number of vehicles is not very good.

On the subject of granting motor vehicle licenses, reference was made to the practice adopted in South Australia. It is true that a special test has been introduced in that State. In studying the statistics relating to traffic accidents there, strangely enough they vary very little from those applying to Western Australia, on a population basis. Although applicants for licenses in South Australia do not have to pass a road test, they do have to pass a substantial written test dealing with the traffic laws and regulations. That is a considerable test. The applicant is not asked only a few questions; he has to answer a whole paper. If the applicant does not pass that test, he does not receive a license. This test is more academic than practical, but at least it has had a great effect. The argument in favour of the test is that drivers who have been granted licenses under those conditions are always careful.

Sometimes by being over-careful a motorist can become a hazard on the road and cause considerable inconvenience to other drivers. Sometimes accidents arise from drivers being over-cautious. However, accidents will occur under any circumstances.

In my view this whole problem will have to be ironed out in the very near future, and not at some distant date. The only effective way to iron it out is to keep the through traffic out of cities and towns, and keep it on limited access roads where it cannot cause any damage even if it is proceeding at a reasonable speed. Then we will really achieve something. The cities of Australia have never been designed to take the traffic which prevails today. Because of the long distances

to be covered in a nation like Australia we have a very high ratio of motoring population; and as a consequence we have to have big bridges, freeways, and that sort of thing to handle the traffic.

I do not know the facts and figures, but I should imagine that with the closing of the King's Bridge in Melbourne—one of the major means of outflow and inflow—there have been a considerable number of minor and probably some major accidents in and around the city area as a result of people looking for a different route from that which they previously used.

If we want to cut down the toll on the roads in this State to any great degree it will be necessary to remove the conflict at traffic junctions, and until this is done nothing will be achieved. We might as well not spend a cracker on the National Safety Council movement. Laudable moves are made by that council in all sincerity; but the people the Minister talked about tonight are the people who want to go to learn something. It is not the people that should be got at; it is somebody else altogether.

In order to reduce the accident rate it will be necessary to considerably improve the roads to such a standard that there will be an effective flow of traffic—and certainly Perth was never designed for an effective flow of traffic. With the advent of the Narrows Bridge the flow of traffic through the city is greater than it was before. We had a low ratio of through flowing traffic due to the geographical situation of the city; but with the opening of this bridge over the river there has been an increase which has caused every junction from Mill Street to Milligan Street and down to the subway to be congested. That congestion was not in evidence before.

We will create hazards by the piecemeal production of high speed roads and will get nowhere. There could be a fleet of trucks going along at a terrific speed; the front driver jams on his brakes and all of the others pile up behind. It is obvious that the only way to tackle this problem is by successful planning.

I hope that in the near future the Minister, in consultation with his advisers, will give consideration to conducting a competition with a view to obtaining a comprehensive plan of the metropolitan area road system, bearing in mind that the Stephenson Plan is the blueprint for our city. This plan, owing to the local conditions and habits of the people, will have to be prepared in such a way as to provide decent, comfortable motoring at a reasonable speed, particularly as people are purchasing cars with an increased take-off speed, increased horsepower, and things like automatic drive. All these things make life a bit more hazardous for the motorist if he is not paying attention to what he is doing.

As far as the toll on the road in the metropolitan area is concerned, we can only hope that the building of better roads will improve the position. I think it will. Usually when somebody destroys himself on a country road it is at a notorious point. It is true that on occasions some people fall asleep on long journeys; and there are other drivers who, for some reason or other, are forced off the side of the road and into the gravel. All these things are hazards that are associated with motoring; but I do not pretend to know how to overcome them. However, the only solution to the problem in the immediate future as it applies to the suburban area is the provision of an effective road system.

MR. TOMS (Bayswater) [11.30 p.m.]: I do not propose to traverse the various reasons given by members on this side of the House in support of the amendment moved by the member for Balcatta, but I would like to point out to the Minister something which I consider to be wrong in our system of traffic control. I wish to inform the Minister that I do not agree one bit with policemen being parked around a corner. The most effective method of control is for the policeman to be seen on the roads.

No doubt everyone in this Chamber who drives a motorcar has seen for himself that there is a gradual slowing down of cars on the road at the sight of a patrolman. They come down to possibly 30 miles an hour and stick to it so long as the policeman is on the road. This hiding around the corner by patrolmen tends to create speed on our roads; and speed is the killer.

A classic example of a person being apprehended by one of these policemen parked around a corner is that of a friend of mine. A patrolman was parked around a corner in Leake Street, and this friend of mine went through the intersection of Napoleon Street and Stirling Highway on the amber light—not the red light. However, he was charged with having gone through the red light. This friend of mine went to the trouble of engaging a solicitor and contested the case in court. He won the case, but naturally, in winning, it cost him money. No doubt others were apprehended by the same policeman, who was parked around the corner; but they did not engage counsel, and therefore would have to pay a fine and have an endorsement on their licenses.

I believe it should be an instruction to the policemen on cycles that they must patrol the roads and not hide around corners, thus creating traffic hazards. I ask the Minister to give serious consideration to what I have suggested, because I believe that although previous Governments have not done this, it should not be the object of the Police Department

to raise finance or supplement its income by attempting to catch people on the roads. Its duty should be to see that the roads are kept safe; and this can be done if drivers see the policemen on the roads. I hope the Minister will take particular notice of this because I believe it is one way we can help to slow down the traffic on our roads.

Amendment put and negatived.

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

House adjourned at 11.34 p.m.

Legislative Council

Thursday, the 9th August, 1962

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The **PRESIDENT** (The Hon. L. C. Diver) took the Chair at 4.0 p.m., and read prayers.

TOWN PLANNING

Report on Metropolitan Region Scheme

THE HON. L. A. LOGAN (Midland—Minister for Town Planning) [4.2 p.m.]: Today being a very important day in the history of the City of Perth I would like to read to members a report I have received from the Metropolitan Region Authority on a scheme which that authority had assigned to it for consideration by Parliament. I thought it would be as well to read this report on the scheme before laying the papers on the Table of the House; because this would enable members to know what to look for in the report. The report reads as follows:—

The Metropolitan Region Planning Authority has now submitted to me the Metropolitan Region Scheme and

associated report. I have today notified the authority of my preliminary approval in pursuance of section 31 of the scheme Act.

This preliminary approval enables the authority to deposit copies of the scheme for public inspection in accordance with the procedures laid down in the Act. The authority's intention is to publish notices in the *Government Gazette* on the 17th August, and immediately thereafter in newspapers circulating in the region, explaining shortly the purpose of the scheme, notifying that copies are available for public inspection for three months, and that objections to the scheme may be lodged on the prescribed form.

The scheme, including the scheme map, will be available at the Town Planning Department and at the council offices of the City of Perth, the City of Fremantle, the Town of Midland and the Shires of Perth, Cannington and Rockingham. In addition, copies of the text of the scheme and a simplified form of the scheme map will be issued to all other metropolitan local authorities.

The authority is required to examine all objections duly lodged and give objectors an opportunity to be heard. When that has been done, the authority will resubmit the scheme to me, modified if necessary in the light of objections, together with copies of all objections and a report thereon. The scheme is then capable of being given approval by the Governor. Before the Governor's approval is effective, however, the scheme, together with the authority's report on objections, must be laid before each House of Parliament during twenty-one sitting days. Either House may, by resolution of which notice was given, disallow the scheme. If no such resolution is passed, then the scheme comes into effect and has the force of law.

The text of the scheme is contained in an appendix to the scheme report, copies of which have been furnished to all members. This report is an important document which I suggest should be carefully studied. I do not propose at this stage to attempt to epitomise it, but attention might be drawn to one or two important points which are made in it.

Section 4 of the report entitled "Interim Action" brings out the marked extent to which the 1955 Stephenson-Hepburn report and recommendations have been followed and given effect to by many major decisions both of public authorities and of commerce and industry. Section 5