

# Legislative Council

Thursday, 4th October, 1956.

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

## ASSENT TO BILLS.

Message from the Lieut.-Governor and Administrator received and read notifying assent to the following Bills:—

1. Plant Diseases Act Amendment.
2. Albany Lot 184 (Validation of Title).

## BILL—GERALDTON SAILORS AND SOLDIERS' MEMORIAL INSTITUTE ACT AMENDMENT.

Received from the Assembly and read a first time.

## QUESTIONS.

### RAILWAYS.

#### Travel Permits.

Hon. N. E. BAXTER asked the Minister for Railways:

(1) Is he aware that persons wishing to travel on the 5 p.m. train from Perth to Kalgoorlie on Fridays, and who alight on the Perth side of Merredin, must obtain a permit from the Railway Department to travel on the train?

(2) Can he advise the House the number of permits issued during the months of January to September, 1956, inclusive?

(3) Does he consider the permit system necessary?

(4) If so, would he consider a list system for people working in the city who wish to visit their homes in the country fortnightly or monthly?

The MINISTER replied:

(1) Yes, a permit must be obtained from the office of the Chief Traffic Manager.

(2) The average is seven per month.

(3) and (4) The Kalgoorlie express caters for long-distance passengers and is heavily booked; therefore the present system is essential.

## POLIOMYELITIS.

### (a) Priority of Immunisation.

Hon. A. F. GRIFFITH asked the Chief Secretary:

(1) When the original programme for the polio salk vaccine immunisation was formulated, were various areas throughout the State mapped out on a priority basis?

(2) Is it not a fact that the South Perth areas were originally regarded as having a high priority?

(3) Is it not undeniable that seriological tests were carried out on children from the Como school suggesting that the density of child population in that area made the area a suitable one for carrying out such tests?

(4) If there is no basis for this suggestion, why was Como school chosen?

(5) Is it not also undeniable that the parents of children in this area co-operated to the fullest extent in the carrying out of such tests?

(6) Exactly what claims were put forward by local bodies and to whom were such claims represented that they resulted in the change of programme from South Perth to Rockingham-Safety Bay areas?

(7) When was it decided that the claims of the beaches south of Fremantle were more pressing than those of South Perth and Como?

(8) Is it not a fact that school swimming classes at Como beach were cancelled last year because of the poliomyelitis epidemic?

(9) If the recent epidemics, together with the high proportion of children who will be immunised by Christmas, render the possibility of another epidemic unlikely, why is it necessary to effect a change in the original programme?

(10) Is there anything to prevent the immunisation of children from both the areas in question being completed by December, 1956?

The CHIEF SECRETARY replied:

(1) No. For the purpose of mass immunisation against poliomyelitis, the metropolitan area was divided into 12 zones, each containing between 6,000 and 7,000 school children. Two mobile immunisation units were allotted to the metropolitan area. One was to operate north of the river, commencing at North Fremantle and working eastwards towards Bassendean. The other was to operate south of the river, commencing at Midland and working westwards towards South Fremantle. The programme therefore envisaged immunisation in progressive geographical sequence.

(2) Answered by No. (1).

(3) and (4) Neither the location of the Como school nor the particular density of the child population in the area had any

bearing on the tests carried out at that school. The school was chosen for the test because it happened to be the first large metropolitan school from which typical poliomyelitis was reported after formulation of the test plan.

(5) Yes, the co-operation of local parents was excellent.

(6) The representations were made to the Public Health Department and it was claimed that the Rockingham-Safety Bay area experienced a very great influx of visitors from all parts of the State for long periods during the summer, and that local children were unduly exposed to infection by these visitors.

(7) About six weeks ago.

(8) Organised swimming classes in non-tidal waters, (including the Swan River) were cancelled during the last poliomyelitis epidemic.

(9) If the principle of local priority is valid, in the opinion of the Public Health Department, Rockingham - Safety Bay should have precedence over South Perth-Como.

(10) The main difficulty is the limited supply of vaccine but an approach is being made to the Commonwealth in this regard.

*(b) Additional Supplies of Vaccine.*

Hon. A. F. GRIFFITH (without notice) asked the Chief Secretary:

Would he be good enough to advise the Minister for Health that I have received the following telegram from Canberra:—

Have discussed Salk problem with Minister Health. Advise urgently if additional allocation supplies vaccine will enable WA department adhere to November programme South Perth and quantities required. Count on my assistance in your drive. Cleaver.

The CHIEF SECRETARY replied:  
I will be pleased to do so.

**BILLS—(2)—THIRD READING.**

1, Evidence Act Amendment.

Returned to the Assembly with an amendment.

2, Inspection of Machinery Act Amendment.

Transmitted to the Assembly.

**ADJOURNMENT—SPECIAL.**

The CHIEF SECRETARY (Hon. G. Fraser—West): I move—

That the House at its rising adjourn till Tuesday, the 16th October.

Question put and passed.

*House adjourned at 4.41 p.m.*

# Legislative Assembly

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The SPEAKER took the Chair at 2.15 p.m., and read prayers.

## QUESTIONS.

### TRAMS AND BUSES.

#### *Running Costs.*

Mr. JOHNSON asked the Minister representing the Minister for Railways:

(1) What is the consumption, per mile, of diesel fuel or electricity by—

(a) trams;

(b) trolley-buses;

(c) motor-buses?

(2) What is the cost of diesel fuel supplied to the department?

(3) What is the cost of electricity supplied to the department?

The MINISTER FOR TRANSPORT replied:

(1) For the year ended the 30th June, 1956:

(a) 3.69 units equals 9.04d. per mile.

(b) 2.46 units equals 6.01d. per mile.

(c) 9.05 miles per gal. equals 2.65d. per mile.

(2) 2.1d. per gallon.