

brought to Parliament to protect the Commission and those who appear before it. The amendment moved by the member for Mt. Lawley makes it almost certain that this is the only Royal Commission that will operate under the proposed new provisions. In any event the Government will not find any easy way out of its problems in regard to betting and racing by obtaining approval for this measure. The legislation will solve none of those problems and the Government will still have to meet them.

In conclusion, I suggest that the Government should not wash its hands of these problems, as they will remain; and it should set about giving serious consideration to the decisions it will have to make to resolve them.

**MR. WATTS** (Stirling—Attorney-General—in reply) [2.37]: I do not for a moment agree with the Leader of the Opposition that the provision for the termination of the legislation on the 31st December, 1960, is a suggestion or admission that the law will not be extended to any other Royal Commission. Had he recollected more clearly what I said about the amendment when I first mentioned it to the House, he would have realised that I was only making what I thought was a reasonable concession in the light of the fears expressed by members opposite—in my opinion some bona fide and some flights of the imagination. But as it had been the practice in other instances to enable Bills containing new principles—even the very Act which has given rise to some of this Royal Commission at any rate—to be limited as to their term in the first place when they are put on the statute book, so as to allow any changes found necessary to be made, that course was agreed to. It is my belief that this legislation when passed will be entirely satisfactory; and that when it is brought up for renewal, probably next session, while I certainly would not say there would be no possibility of its being amended, I am convinced its life will be extended.

It is true that during the debate I told the Leader of the Opposition that I will have the terms of reference examined so as to answer, to the best of my ability, the questions he raised in that regard. But I doubt now whether it would be possible to have it done today—today being Wednesday—in time to present the hon. gentleman with the information this afternoon. The same remark applies to the arrangement I made with him that I would have further consideration given to the question of the so-called two types of witnesses; but I will do what I can to have the answers brought here later in this day of sitting.

Other than that the Leader of the Opposition has merely reiterated, to a large extent, many of the things that he said on the second reading, and at other stages of the Bill's somewhat slow progress through this Assembly. I think that with the few

exceptions I have referred to, most of what he has said has already been dealt with one way or another, and I propose to ask the House to carry the third reading.

**Question put and a division taken with the following result:—**

**Ayes—23.**

Mr. Bovell	Mr. W. A. Manning
Mr. Brand	Sir Ross McLarty
Mr. Burt	Mr. Nimmo
Mr. Cornell	Mr. O'Connor
Mr. Court	Mr. Oldfield
Mr. Craig	Mr. O'Neill
Mr. Crommelin	Mr. Owen
Mr. Grayden	Mr. Roberts
Mr. Guthrie	Mr. Watts
Dr. Henn	Mr. Wild
Mr. Lewis	Mr. I. W. Manning
Mr. Mann	(Teller.)

**Noes—20.**

Mr. Andrew	Mr. W. Hegney
Mr. Bickerton	Mr. Lawrence
Mr. Brady	Mr. Molr
Mr. Evans	Mr. Norton
Mr. Fletcher	Mr. Rhatigan
Mr. Graham	Mr. Rowberry
Mr. Hall	Mr. Sewell
Mr. Hawke	Mr. Toms
Mr. Heal	Mr. Tonkin
Mr. J. Hegney	Mr. May
	(Teller.)

**Pairs.**

**Ayes.**

**Noes.**

Mr. Nalder	Mr. Kelly
Mr. Perkins	Mr. Nulsen
Mr. Hutchinson	Mr. Jamieson

**Majority for—3.**

**Question thus passed.**

**Bill read a third time and transmitted to the Council.**

*House adjourned at 2.45 a.m., Wednesday.*

## Legislative Council

Wednesday, the 29th July, 1959

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

## QUESTIONS ON NOTICE

## SCHOOL PROPERTY

*Education Department's Policy  
Regarding Damage*

1. The Hon. J. M. A. CUNNINGHAM asked the Minister for Mines:

- (1) Is it the policy of the Education Department to demand repayment of damage to school property by a student, not caused by deliberate or wilful vandalism?
- (2) Does the department approve of a head-master withholding school privileges from a student responsible for breaking school property other than by vandalism, until repayment of cost of such damage by parents?

The Hon. A. F. GRIFFITH replied:

- (1) No.
- (2) The circumstances of the case would have to be known before an answer to the question could be given.

## BETTING ROYAL COMMISSION

*Cost and Duration*

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

- (1) What is the estimated cost to the Government of the Royal Commission into betting control?
- (2) What is the Commission costing per sitting day?
- (3) What is the estimated duration of this Commission?

The Hon. A. F. GRIFFITH replied:

- (1) This cannot be gauged until the duration of the Commission is clearer.
- (2) The Commissioner receives 36 guineas per day, which includes expenses. Only additional Government expenditure so far incurred is for travelling, a typist, and incidentals.
- (3) It is not possible, at this stage, to estimate the duration.

## ROUGH RANGE

*Volume of Oil Flow, etc.*

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

- (1) What was the measured volume of flow per 24 hours from the oil well discovered at Rough Range near Exmouth Gulf in 1953?
- (2) Could a much larger quantity of oil be taken from the well if pumping equipment were installed?
- (3) What is the minimum quantity of oil flow required by the occupiers of the Exmouth Gulf area before they are prepared to produce?
- (4) On what date did drilling operations cease at Rough Range?
- (5) Has the area been abandoned?

The Hon. A. F. GRIFFITH replied:

- (1) 385 barrels per day oil (13,475 gallons), 33 barrels per day water (1,155 gallons) through  $\frac{1}{4}$  in. choke. This figure was the result of production tests over a period of approximately six weeks during which time approximately 20,000 barrels of fluid—oil and water—were produced. The production figures above represent the most efficient production rate for maximum ultimate recovery.
- (2) Some additional oil could be produced by installation of pumping equipment. However, the natural oil flow is governed by a very active natural drive, and pumping at a higher rate would lower the efficiency of production just as flowing at a higher rate than 385 barrels per day would do.
- (3) This is a question which cannot be answered with assurance at this stage of operations, and would certainly be different for every area of production. The quoting of such a minimum quantity would depend upon having established, firstly, the volume of recoverable oil; secondly, the cost of installations for producing, gathering, storage and shipping to markets; and, thirdly, the necessary rate of amortization of these costs over the producing life of the properties. The Rough Range pool has proved to be a very small deposit, and, in such a remote area, not of economic importance in itself.
- (4) Rough Range No. 10—Abandoned July 11, 1957.  
Learmonth No. 1—Abandoned February 6, 1958.

(5) No. The area is still considered prospective. Integration and re-appraisal of all available geological and geophysical data is continuing and will be the basis for future recommendations. Although I have only been Minister for Mines for a period of four months, it is apparent that all reports submitted by the company to the department and all dealings with the company during the terms of previous Ministers, have been of a high and satisfactory nature.

## GOVERNMENT PRINTING OFFICE

### *Staff, and Effect of Tenders*

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

(1) Will he advise the total staff, both permanent and casual, employed at the Government Printing Office on an average weekly basis for the periods—

(a) The 1st January to the 30th June, 1958;

(b) The 1st July to the 31st December, 1958;

(c) The 1st January to the 30th June, 1959?

(2) Will the changes proposed in the calling of tenders for some Government requirements in printing mean the lessening of staff, either permanent or casual, as at present employed at the Government Printing Office?

The Hon. A. F. GRIFFITH replied:

(1) (a) 279.

(b) 296.

(c) 303.

(2) The impact on the staff of the Government Printing Office cannot be assessed at this stage.

## RACING

### *Attendances at Metropolitan Meetings*

5. The Hon. G. E. JEFFERY asked the Minister for Mines:

With reference to race meetings conducted in the metropolitan area by both the W.A.T.C. and the W.A.T.A., will he advise—

(a) the number of meetings held; and

(b) the aggregate attendance, for each of the last five financial years?

The Hon. A. F. GRIFFITH replied:

	1954-55	1955-56	1956-57	1957-58	1958-59
(a) W.A.T.C. ..	59	61	57	59	57
W.A.T.A. ..	45	41	40	44	45
(b) W.A.T.C. ..	214,080	175,546	148,189	164,194	115,682
W.A.T.A. ..	240,965	178,561	189,981	189,454	171,980

Paid attendances only and excludes members and complimentary tickets.

Free leger admission on the 16th April, 1956, the 5th March, 1956, and the 27th October, 1956.

## FREEHOLD RESIDENTIAL LAND

### *Government's Powers and Policy on Resumptions*

6. The Hon. J. M. A. CUNNINGHAM asked the Minister for Local Government:

(1) Has the Government the power to resume freehold residential land on which a house is built for the express purpose of providing a residence for a road board employee?

(2) If the answer is "Yes", does the Government do so in other than exceptional circumstances?

(3) Would the Government resume such freehold property if other suitable property adjoining were available?

The Hon. L. A. LOGAN replied:

(1) The Governor has power to resume land for certain public works. As road boards are empowered to erect or purchase houses for their employees, these houses are public works within the meaning of the Public Works Act, and therefore could be the subject of resumption action.

(2) No.

(3) No, except in exceptional circumstances.

## STATE BATTERIES

### *Disposal*

7. The Hon. E. M. HEENAN asked the Minister for Mines:

(1) Is it the intention of the Government, in pursuance of its policy to dispose of some or all of the State trading concerns, to sell or dispose of any or all of the State batteries?

(2) If the answer is "Yes," will the Minister indicate which batteries are to be sold or disposed of?

The Hon. A. F. GRIFFITH replied:

(1) and (2) No consideration has been given to this matter.

## DISEASES AND PESTS

### *Precautions to Prevent Importation from Eastern States*

8. The Hon. J. M. A. CUNNINGHAM asked the Minister for Mines:

- (1) What precautions are taken to prevent the importation from the Eastern States of—
  - (a) livestock diseases and pests;
  - (b) pasture pests and noxious weeds?
- (2) What provisions exist, if any, and at what point are stock, or seeds, etc., imported by road, examined in Western Australia?
- (3) Is it possible to import stock or seeds and plants from the Eastern States direct to Esperance by—
  - (a) sea;
  - (b) land, without inspection?
- (4) What precautions are taken to inspect second-hand agricultural equipment imported into this State, which may be carrying pests or weeds caught up in the machinery?

The Hon. A. F. GRIFFITH replied:

- (1) (a) All livestock consigned to Western Australia from the Eastern States, whether by land, sea, or air, are required to be accompanied by the certificate of health prescribed in the Stock Diseases Act regulations, and are examined by a stock inspector at the place of entry.
- (b) Similarly, agricultural produce entering the State by rail, sea, or air is inspected on arrival to ensure that it is free of weed seeds.
- (2) No provisions exist to provide for an overall inspection of importations by road. Because of distance and transport costs, livestock are not normally so imported; but when movements are notified, an inspection is carried out at Norseman. Similarly, inspection of seed is made when notification of such import is received.
- (3) (a) Neither livestock nor seeds could be imported by sea through Esperance from the Eastern States without inspection. Livestock are required to be held on board until they have been examined by an inspector and a permit to land has been issued. A seeds inspector, who is able to examine all agricultural produce arriving by sea, has recently been stationed at Esperance.

(b) Yes; but arrangements are almost finalised with the South Australian Department of Agriculture for the road block near Ceduna to notify travellers of Western Australian horticultural requirements. There is no reason to believe that illegal importation of livestock is occurring.

- (4) If such machinery arrives by rail or sea it can be inspected; but if it arrives by road, no provision exists for an overall inspection.

## LEAVE OF ABSENCE

On motion by the Hon. A. L. Loton, leave of absence for three consecutive sittings granted to the Hon. J. M. Thomson (South) on the ground of ill-health.

## ROYAL COMMISSIONERS' POWERS ACT AMENDMENT BILL

### *First Reading*

Received from the Assembly and, on motion by the Hon. A. F. Griffith (Minister for Mines), read a first time.

### *Second Reading*

**THE HON A. F. GRIFFITH** (Suburban—Minister for Mines [4.45] in moving the second reading said: I have already explained to the House on a previous occasion that this Bill is being introduced at the request of Sir George Ligertwood, and that, so as not to impede the work of the Royal Commission, it is advisable to submit the measure to Parliament without undue delay.

The Government has accepted an amendment, proposed in another place, to limit the life of the Bill until the 30th December, 1960. This will enable the Government to review the question of proposing to Parliament that the measure be further extended, in the light of the experience gained of its impact on the present Royal Commission and any other Commission that may be appointed in the meantime.

The Bill also provides, for the reason that the Royal Commission is sitting at the present time, a retrospective clause to take effect from the 20th July, 1959. In view of the proposals in the Bill it is sought to amend the long title of the principal Act to read—

An Act relating to Royal Commissions and for purposes connected therewith.

The present long title is merely, "An Act for procuring the attendances of witnesses before Royal Commissioners." If the Bill is passed this will not describe adequately the substance of the Act. Firstly, the Bill provides that each member of a Royal Commission shall have, in the exercise of his duty as a member, the same protection and immunity as a judge of the Supreme Court.

At present the only statutory protection and immunity which the Chairman and members of a Royal Commission have are in sections 352 and 353 of the Criminal Code. Section 352 reads as follows:—

A person does not incur any liability as for defamation by publishing, in the course of a proceeding held before or under the authority of any court of justice, or in the course of an inquiry made under the authority of a statute, or under the authority of His Majesty, or of the Governor in Council, or of either House of Parliament, any defamatory matter.

We find that section 353 says—

A person appointed under the authority of a statute, or by or under the authority of His Majesty, or of the Governor in Council, to hold any inquiry, does not incur any liability as for defamation by publishing any defamatory matter in an official report made by him of the result of such inquiry.

In the opinion of Sir George Ligertwood himself, and of the Crown Law officers, these sections do not protect Royal Commissioners from civil liability for defamation in relation to anything said or done by them in the proper discharge of their duties as Royal Commissioners. Nor is there any protection from civil liability for assault or trespass to the person in removing or restraining anyone who hinders the Commission; or if the Chairman of the Commission issues a warrant under the Royal Commissioners' Powers Act, 1902, which warrant is bad, or in the case of where a wrong person is arrested under the warrant.

The effect of the proposed amendment is adequately summed up in Halsbury's Laws of England, 2nd Edition, volume 6, page 471, paragraph 604, which reads as follows:—

Judges are exempt from liability for all acts done in their official capacity, whether maliciously or not, even if done outside their jurisdiction, unless they have knowledge, or means of knowledge, of such want of jurisdiction.

In 1895, in the case of *Anderson v. Gorrie*, Lord Esher, Master of the Rolls, had this to say—

To my mind there is no doubt that the proposition is true to its fullest extent, that no action lies for acts done or words spoken by a judge in the exercise of his judicial office, although his motive is malicious and the acts or words are not done or spoken in the honest exercise of his office.

Clause 3 of the Bill further provides that a barrister or solicitor appearing before a Royal Commissioner, or any other person authorised by the Commission to

appear before it, has the same protection and immunity as a barrister has when appearing for a party in proceedings in the Supreme Court. It also provides that a witness summoned to attend or appear before a Royal Commission has the same protection and is subject to the same liability in any civil or criminal proceedings as a witness in proceedings in the Supreme Court.

It is very doubtful whether, under the principal Act, a witness at an inquiry by a Royal Commission is protected from civil liability for defamation, and is not protected from criminal liability when compelled to answer a question which will criminate or tend to criminate him. Nor is counsel appearing before a Royal Commission protected from civil or criminal liability for defamation or action taken by him to assist in the inquiry. Halsbury states as follows:—

The authorities are clear, uniform and conclusive that no action lies whether against judges, counsel, witnesses, or parties for words spoken in the ordinary course of any proceedings before any court or tribunal recognised by law. It is manifest that the administration of justice would be paralysed if those who are engaged in it were to be liable to actions of libel or slander upon the imputation that they had acted maliciously and not bona fide.

The doctrine is not confined to the administration of justice in the superior courts. It has been applied in its fullest extent to county courts, a recorder's court, coroners' courts, and magistrates' courts. It applies not only to all kinds of courts of justice but to other tribunals recognised by law acting judicially. It has not however been extended further than to courts of justice and tribunals acting in a manner similar to that in which such courts act.

The Bill seeks to provide that the Chairman of a Royal Commission or a sole Commissioner, may, with the written consent of the Attorney-General, grant to any person called as a witness a certificate under the provisions of section 11 of the Evidence Act. That section states that whenever at any proceedings any person called as a witness declines to answer any question on the ground that his answer will criminate or tend to criminate him the judge may, if it appears to him expedient for the ends of justice that such person should be compelled to answer such question, tell such person that if he answers such question and other questions that may be put to him in a satisfactory manner, he will grant him a certificate.

As a result, the witness can no longer refuse to answer any question on the ground that his answer will criminate him;

and if his evidence is satisfactory the judge shall give him a certificate to the effect that he was called as a witness and that his evidence was required for the ends of justice and was given to his satisfaction.

Section 13 of the Evidence Act provides that when a witness receives such a certificate he shall be free from all criminal prosecutions and punishments to which he was liable in respect to the matters touching which he is so exempt, except perjury. It is clear that such a provision is necessary if a witness is prepared to tell the full story of anything which may involve improper practices. It is therefore highly desirable that such a power should be inserted in the principal Act.

I might say, at this stage, that similar provisions are contained in legislation in other States and of the Commonwealth. Section 11 of the Evidence Act goes on to provide that the power shall not be exercised by any justice of the peace but that it may be exercised by a police or resident magistrate. The reason for the provision in the last paragraph of page two of the Bill relating to the written consent of the Attorney-General is because frequently a Royal Commissioner is neither a judge nor a magistrate.

In fact these amendments would apply to a Select Committee of the House which had been unable to finish its inquiry and had been converted into a Royal Commissioner. Therefore, if a judge or stipendiary magistrate were the only person to be appointed a Royal Commissioner, this safeguard might not be necessary, but it is thought desirable, in view of the fact that other persons may be appointed Royal Commissioners, that the matter should be referred to the Crown Law Department before a certificate is granted.

The Bill goes on to provide that no action or proceeding, civil or criminal, shall lie against the Crown or a Minister or any servant or agent of the Crown in respect of the printing or publishing of any transcript of proceedings of a Royal Commission or the report of a Royal Commission. This is mainly to cover the risk of defamatory matter being contained in such transcript or report.

The next clause provides that the Act, when passed, shall not limit any other privilege or protection existing apart from the provisions of the Act. In other words, the Act will add additional provisions.

The Hon. H. K. Watson: Or duplicate some of the existing ones.

The Hon. A. F. GRIFFITH: In so far as this Bill is concerned it will strengthen the existing legislation; the Royal Commissioners' Powers Act. Proposed section 15 covers the case of a barrister or solicitor appointed by the Crown to assist a

Royal Commissioner. The practice has evolved of appointing counsel to assist the Commission to examine witnesses, rather than for the Commissioner or Commissioners to conduct the examination.

The final provisions in the Bill state that the Royal Commissioner shall not be insulted or disturbed or his proceedings interrupted. It will be an offence to use speech or words or do any other act calculated to influence improperly a person in relation to evidence given before a Royal Commission or to influence improperly a witness before a Royal Commission or to bring a Royal Commission or any member into disrepute. A penalty of £100 or imprisonment for three months is provided for such offences.

Those, concisely, are the terms provided in this piece of legislation. You will remember, Sir, that when I asked the House to grant a suspension of Standing Orders in order that this matter might be dealt with expeditiously, Mr. Strickland asked whether, when the Bill reached us, he would be granted an adjournment. I, of course, said, that he most certainly would. I take it that the hon. member will ask for the adjournment of the debate on the Bill. I have no objection, if he wishes to seek an adjournment; he may have an adjournment until Tuesday next. In the meantime, there will be ample opportunity for him and the members of his party—for all members of the House for that matter—to consider the measure. But I would like to get an assurance, if I can, that when the matter is brought before the House for debate next Tuesday, we will be able to go on with it. I thank Mr. Strickland for the assurance he has given me by nodding his head.

The Hon. H. C. Strickland: As far as I am concerned: as far as our party is concerned.

The Hon. A. F. GRIFFITH: I think I would be quite in order in accepting that as a fairly general assurance from members that, if the Bill is adjourned till next Tuesday, sufficient time will be given for it to be considered, and that we can go on and finish dealing with the legislation then. The Government considers the matter to be of vital importance. At the present time the Royal Commissioner is taking evidence, and, therefore, it has become necessary to provide a retrospective clause—which is included—in order that the provisions of the legislation shall take effect from the 20th July. I submit the measure for the consideration of members, and I move—

That the Bill be now read a second time.

On motion by the Hon. H. C. Strickland, debate adjourned until Tuesday the 4th August.

## ADDRESS-IN-REPLY.

### *Tenth Day*

Debate resumed from the previous day.

**THE HON. R. C. MATTISKE** (Metropolitan) [5.31: Before dealing with the two important matters I have in mind, I would like to associate myself with the complimentary remarks made by all previous speakers to those members deserving of our congratulations for various happenings since the House rose last year. I hope that the brevity of my remarks in this regard will not be taken as indicative of any lack of sincerity on my part.

I wish to comment on two matters, the first of which concerns a statement on page five of His Excellency's Speech where we find that in 1958-59, an amount of £905,000 was transmitted to building societies in this State, under the Commonwealth and State Housing Agreement. I feel it is my duty to inform the House on certain matters associated with this subject. In order to deal with the question, it is first necessary for me to state that included in this sum of £905,000, allocated to building societies in Western Australia last year, was an amount of £37,000, through permanent building societies; an amount of £440,000 through terminating building societies; and £90,000 through the Rural and Industries Bank. It is the allocation of £440,000 to terminating building societies on which I would like to make special comment.

However, before I comment, I remind members that terminating building societies are, as the name implies, building societies formed for a special purpose, and which terminate after a certain period of time. They are distinct from permanent building societies which, as their name implies, are permanent in their operations.

It is also necessary for me to trace fairly briefly how these terminating building societies operate; and I think that for this purpose I can do no better than to outline the position in New South Wales where terminating building societies have been operating for more than 20 years, during which time a sum well in excess of £120,000,000 has passed through their hands.

In New South Wales, the Co-operation Act of 1923 is the authority under which these terminating societies are formed. The method of formation is simply that seven or more people group themselves together and decide they want to form a building society. From their number they then appoint directors who must number not less than three. They then approve the adoption of by-laws for the operation of their terminating society; and should they not have any ideas in this regard, they are capable of adopting a model set of by-laws prepared in accordance with the Co-operation Act.

Having decided, formally, to form their building society, they apply to the State Registrar—an officer appointed under the Act—and when he is satisfied that the general requirements of the Act have been complied with, he registers the society. The directors then invite individuals to become members for the purpose of borrowing money for one reason or another, the principal one of which is, normally, to provide the necessary finance for the erection of a dwelling.

The individuals interested in such societies are invited to take up shares, and normally the shares are of the value of £50 each. This means that if a person wants to borrow £2,000 for the purposes of erecting a home, he would take up 40 of these £50-shares. Either when—or before—the whole of what I might call the total nominal capital of the society is taken up, the society is free to commence its operations. The individuals who have decided to become members, contribute on a scale set down by the legislation. After they have, in fact, received their advances from the society, they continue to contribute, but at an increasing rate which also is laid down by legislation. The individuals concerned with the running of the society receive certain rewards for their labours, and these too are governed by legislation.

The amounts of contribution for each share are actuarially calculated so that at the end of the term of the society—whether it be 25 years or 31 years—the sum which the individual received from the society will, with interest, have been repaid by his regular monthly instalments. Therefore, this, as the name implies, is purely a co-operative movement designed to permit people to have financial assistance to enable them either to erect a dwelling or to carry out some other specified purpose. The individual receiving an advance for the building of a dwelling, is entirely free to obtain the services of any builder he may require, and he is free to build on any land that he may own. He is assisted, during the course of his building operations, by the society which gives advice concerning the plans and specifications of the proposed residence, and also concerning valuations, tenders and such matters.

The affairs of each society are watched closely by the State Registrar who is empowered, under the Act, to have the affairs of each society audited annually by a qualified auditor; and the auditor's report is carefully scrutinised by the Registrar. By this means there can be no improper practices, as the legislation is absolutely complete and prevents the occurrence of anything of that nature.

**The Hon. R. Thompson:** How many of these societies operate in Western Australia?

The Hon. R. C. MATTISKE: I do not know the exact number, but I think it would be in the vicinity of 15. I think it was originally intended by the Federal Minister that the operations of the terminating societies in this State should be along the lines of those operating in the Eastern States, but, unfortunately, they are not doing so. We have instances here where persons interested in the sale of real estate or building activities are the prime movers in having formed building societies which will return them some reward.

I have had brought to my notice certain organisations which have been formed for the purpose of applying for assistance under the Commonwealth and State Housing Agreement Act, and which have taken up land in areas which are not considered prime residential districts. Those societies have then subdivided the land and made it a condition of membership of the societies—should they be formed and receive the necessary financial assistance—that the members shall build on one of their blocks of land at a sale price determined by the organisations.

One organisation I have in mind purchased such a tract of land and had it been empowered to proceed with its scheme to the ultimate it would, at the end of the time, have sold the whole of that land at a figure which would have multiplied its initial capital outlay by not less than eight. Furthermore, certain of these organisations operating in Western Australia are stipulating that the members of the proposed society must employ the services of certain named builders.

These builders, in turn, are required to pay to the sponsors of the society a procuration fee which, in some cases, has been openly stated as being not less than £200 per house. It is obvious to anyone associated with the building industry in this State that at present competition among builders is keen, and many builders are finding it extremely difficult to obtain sufficient work to enable them to carry on. In view of this position, it needs little imagination to realise that if a builder has to pay a procuration fee of £200 a house for the privilege of erecting houses for persons joining these proposed societies, he must, of necessity, squeeze the last ounce out of his tradesmen and out of the material he uses for the construction of the building.

The means by which that is being done by certain individuals, unfortunately, is through their not complying with the plans and specifications as lodged with the local authority concerned; and the individual who ultimately occupies the house is the one who suffers. Certain action has been taken through trade channels in an endeavour to have greater supervision by the building inspectors appointed by the local authorities, but, unfortunately, the

practices employed by the builders I have mentioned are very difficult to detect and the effects of some of them do not become obvious for many years, by which time the owner would find great difficulty in having the position rectified.

I am of the opinion that in this State the comparatively small amount of money available for distribution among the building societies might well be handled by the existing building societies that have been operating successfully for a number of years. Those societies are purely lending societies which have no axe to grind in real estate matters nor in regard to the builder who is commissioned to erect the dwellings. Naturally, the societies must be satisfied that the builder is a competent person and that the plans and specifications are such that the building, when erected, will safeguard and provide ample security for the amount of money invested in it.

This matter is of such importance as to warrant the Minister's giving consideration to the sending of a Treasury inspector to the Eastern States to ascertain how the terminating building societies operate in those States, and then for that inspector to investigate thoroughly the operations of those terminating societies at present existing in this State. I believe that if such an investigation were carried out there would be ample ground for the Minister to introduce legislation to effect proper control over terminating building societies in this State.

Unless this be done, I fear that many persons desirous of building their homes will suffer to a great extent in many ways. The building industry will also suffer through the action of certain persons who are trying to avoid building at a loss by erecting houses of a shoddy nature. I submit this suggestion to the Minister in all good faith, and I hope that some action will be taken fairly promptly.

The Hon. G. Bennetts: He would be protecting the people who were buying those houses.

The Hon. A. F. Griffith: Some action has already been taken.

The Hon. R. C. MATTISKE: I am glad to hear the Minister say that, and I am sure that if he wants any assistance from the building industry he will find that it will be readily forthcoming from the many organisations representing the various aspects of the industry.

I now wish to comment upon the briefest statement made in His Excellency's Speech. That appears on page eight and deals with civil defence planning. Recently, I had the honour of being one of the delegates of this Parliament to the Fifth Area Conference of the Parliamentary Association in Adelaide. At that conference I was asked to speak on the question of the co-ordination of civil defence



between the Commonwealth and the States. Prior to my conducting research to enable me to speak on that subject I knew very little of civil defence and, in fact, could not see the necessity for any particular attention to be focused on it.

However, after I had inquired into the matter I was alarmed at the gravity of the situation, the terrific amount of work involved in civil defence, and the urgency of the task. I hope, therefore, that what I now have to say to members on this subject may awaken some interest in them so that they, too, may be able to do their part in furthering activity on civil defence in this State. At the outset, it is necessary to understand clearly what is meant by civil defence, and for that purpose I propose to define it by using the words of another person, who said that civil defence is basically the effort of the community, both individually and in groups, together with local, State and Commonwealth Governments, to protect themselves, their families and their homes, as well as commercial and industrial establishments and all community facilities against the effects of war-caused disaster and, by so doing, to ensure national survival.

From that definition it is obvious that civil defence is vastly different from military defence. It is a subject on which there must be close liaison between the military and civil authorities, but basically the whole of the work must be done by civilians under the guidance and control of officers appointed by the various Governments. One might ask: Why is civil defence necessary? It is necessary for one very important reason. In recent years we have seen that when one country declares war on another it has a great initial advantage if it uses the element of surprise.

To our regret, we learned that during World War II. With the development of more hideous weapons since that time, it is apparent that should there be another world war the initial steps taken by an aggressor nation will be so terrible that unless we are all thoroughly prepared beforehand the effect on mankind could be everlasting.

In the last decade or two, nuclear weapons have been developed alarmingly, even allowing for the fact that certain nations may make extravagant claims about the actual advances they have made. Unfortunately, they have made terrific progress, and should those kinds of weapons be used in time of war we can expect only hideous results. Let us take nuclear weapons as an example. We can realise that if war were to break out, nuclear weapons, either in the form of bombs, guided missiles or warheads in other projectiles, could immediately be used with devastating effect.

They could be guided to their targets by enemy aircraft. Such aircraft could either drop them or crash-land them as occurred during the last war. Where enemy aircraft is used there is a certain amount of warning which, for military purposes, is quite useful but which, for civil defence purposes, is completely valueless. There would be less warning with the use of a guided missile than there would be if aircraft were used; but there again, unless we are fully prepared, a civil defence warning would be of no avail.

Further, such weapons could be fired from submarines. I have read in the Press how submarines can release these projectiles and steer them on to certain targets. They may even be brought ashore from surface vessels or submarines and exploded at some future time, or exploded as an act of sabotage prior to any declaration of war. We have heard quite a deal of the disastrous effects in Japan, during the last war, of the two atomic bombs that were used in the closing stages of that war, but I wonder how many members are aware of the actual results that were achieved, if one may use that word in this context.

The normal atomic bomb is equivalent to 2,000 tons of T.N.T., but the latest types are equivalent to millions of tons. However, the effects of the use in Japan of an atomic bomb of a comparatively early type, were these: In Hiroshima, 79,000 people were killed, 37,000 wounded and 14,000 missing. In Nagasaki, 74,000 were killed and 76,000 wounded. I have not the figure of the number missing there. In the subsequent 12 months no less than 206,000 cases were treated for radiation ailments.

Dreadful though these figures are, it is understood that a hydrogen bomb of the maximum known strength would have effects, devastating and hideous to a frightening degree. It is estimated that if a hydrogen bomb were exploded in a city, every building and every exposed individual within a radius of seven miles would be destroyed completely. Applying that to the Perth metropolitan area, where within a seven-mile radius there is an estimated population of 278,000 people, there would be approximately 196,000 killed, 62,000 surviving casualties, and 20,000 uninjured.

Outside this radius of seven miles, extending a further 3½ miles in each direction, all buildings would be severely damaged, and they would have to be vacated until repaired or demolished. The casualties in this area have been estimated to be 10,000 killed, 26,000 injured and 29,000 uninjured. Damage to buildings would occur as far afield as 14 miles from the centre of the explosion. In the metropolitan area of Perth this is estimated to cause a further 3,000 deaths or injuries, out of a population of approximately 7,000 people.

Thus, in all, there would be over 200,000 dead to be recovered and over 90,000 surviving casualties to be treated. Furthermore, there would be the effect of the fallout from the bomb. If the weather conditions were favourable the effect could persist for a number of days, and it would also have a very devastating result.

Considering the amount of relief necessary after the explosion of a bomb in that manner, we must bear in mind that all hospitals and other treatment centres within the area would either be wiped out, or be so useless that they could not render any assistance to the injured; that many of the trained personnel would be killed; that there would be fires raging for days which would be impossible to control, because, apart from the lack of personnel who perished in the bombing, water supplies, roads and other services would be destroyed.

So much for the estimated effects in a comparatively small city like Perth. When one thinks of what might happen in a city like Melbourne or Sydney, with a very dense population, then it becomes a matter for alarm. One might ask what preparations are necessary to enable civil defence to be organised. The first preparation is to have a clear-cut division of responsibilities between the Commonwealth and State Governments. Negotiations have been proceeding on this line since 1955, and a certain amount of work has been done. Up to the present there has been no clear-cut policy on the part of the Commonwealth Government; and until it can define such a policy the States must be hampered in any preparations they may desire to make.

In order that the Commonwealth can prepare itself, it must first of all determine the basis on which any attack might be made and the areas which might be affected. From time to time, upon the advice of military experts, these bases would have to be reviewed. The Commonwealth authorities should then initiate action to co-ordinate the civil defence services of the State and the Commonwealth, and make preparations for the effective liaison between the defence authorities of the Commonwealth, and the State civil defence organisations.

The Commonwealth authorities should be able to supply to the State all scientific and technical information touching on civil defence matters. They should establish schools for the training of instructors and specialists, conduct research into various forms of explosions, and conduct experiments to gauge the effects of any particular form of attack. It is also necessary for them to carry out civil defence preparations in Commonwealth territories; and, in conformity with State plans, in Commonwealth departments and establishments within the various States.

Finally, it is necessary for the Commonwealth authorities to provide the equipment, to enable the Commonwealth and State organisations to deal effectively with any situation that may arise.

In regard to the States, it is necessary for them to prepare detailed plans and to introduce legislation covering civil defence therein; to organise civil defence preparations to the stage where, if the need should arise at any time, civil defence forces could be recruited; to have everything in readiness; to train and equip personnel; and to provide an effective operational control.

The States should also recruit and train civil defence forces, if and when necessary; prepare and issue to the public the relevant information and instructions; and finally conduct tests and exercises. Up to the present time the Commonwealth Government has done a certain amount of work as part of its obligations under the over-all scheme. Since 1956 it has provided funds to the extent of £100,000 per annum, and in October of last year it increased that amount to approximately £300,000. It has established a school for the training of civil defence personnel in Macedon, Victoria. I understand that up to date no less than 3,000 pupils have passed through that school. After they have received training they become part of the organisations of the States, and are fitted to educate persons on the subject of civil defence within the States.

In October last the Commonwealth Government appointed an inter-departmental committee to inquire into the best methods of spending the £300,000 which it had then made available for civil defence, and to work out a policy to be adopted by the Commonwealth. It is understood that that sub-committee has not completed its inquiries, but it is expected that a report will be submitted to the Commonwealth in the near future. A civil defence committee comprising the Commonwealth Director of Civil Defence (Brigadier Wardell) as chairman, and senior State officers have been appointed to co-ordinate the planning.

In the States themselves very little has been done, largely due to the lack of a national policy. In New South Wales a civil defence organisation has been set up. In association with the State emergency services it has made considerable progress. Western Australia probably ranks second to New South Wales in its state of preparedness. In Queensland it was recently announced that the Government intended to set up a civil defence organisation. In the other States very little has been done. It is interesting to note that in New Zealand a Ministry of Civil Defence was set up recently.

In Western Australia the current aim is to produce a plan capable of rapid expansion to meet any emergency. The basis

of the plan is similar to those of the United Kingdom and the United States of America; it is to be based on the local governing authority as the basic unit. Units will be grouped on a geographical or population basis, and control will be exercised through group control, sub-zone, zone and State control channels.

Perth and Fremantle are regarded as likely target areas, but the possibility of other large centres outside the metropolitan area being target areas is by no means overlooked. The plans must provide for static and mobile defence, and they must be interchangeable. Where convenient, students trained at the Macedon school have been utilised on their return to this State to lecture and advise groups of persons on civil defence in general terms. They have also been appointed to various sub-committees which have been set up. In view of the large number of sub-committees needed for civil defence purposes, it will be realised that more and more persons must be trained at Macedon and other places, and that the services of persons skilled in one direction or another in these matters must be co-opted.

Sub-committees at present function in regard to the following branches—medical services, public relations, industrial civil defence, shelters, St. John Ambulance, transport, evacuations, rescue teams, welfare, wardens' organisation, agriculture and food supplies, schools evacuation and communications.

Other activities will be dependent upon the Commonwealth policy, and until that is defined, the States will be somewhat hampered in their preparations. In addition to the schools that have been conducted at Macedon, schools have been established in this State. In the metropolitan area and country areas, first aid classes, in close liaison with the St. John Ambulance Brigade, have been conducted, and I understand that the number of persons already trained at these classes exceeds 500, but the target is 2,000. The schools are rapidly growing in number and appear to be doing a good job.

Furthermore, a school has been established at *H.M.A.S. Leeuwin*, in conjunction with the Department of the Navy. There, too, students are being welcomed. At present, students are being restricted to officers of Federal and State Government Departments, but it is hoped that, with the co-operation of private employers, many more individuals will be given an opportunity of attending the classes at *Leeuwin*.

The Hon. G. Bennetts: The committee got a good response at Kalgoorlie last weekend.

The Hon. R. C. MATTISKE: That is very good to hear. Many other activities on a minor scale have already been carried out in this State and I think there is, generally, on the part of the authorities,

an awareness that action must be taken and taken promptly. But there is still a considerable job to be done and I think we must adopt the motto of the boy scouts and be prepared. If any nation strikes with nuclear weapons, it will strike quickly, and if we are not prepared then we must surely suffer severely.

I have mentioned in this somewhat sketchy outline the possibility of nuclear warfare, but we have also heard quite a deal in the Press in recent years regarding certain forms of germ warfare and other hideous things. We cannot overlook these.

Do not let us think that our preparations must be confined to the metropolitan area because, as I said earlier, if the trained personnel in the metropolitan area are wiped out, where will we stand? It is necessary for equal preparation to be made at various country centres so that should there be a metropolitan attack and the defence methods be impaired, then we should be able to draw on the services of organisations set up in nearby country areas.

The Hon. L. A. Logan: The country would come to the assistance of the town.

The Hon. R. C. MATTISKE: Yes, instead of the town always coming to the assistance of the country. In this regard, the State of Western Australia—in fact the continent of Australia—must be treated as a whole. Forces must be mobile so that they can be switched to wherever they are required at the shortest possible notice. Unless the plans necessary for this gigantic task are made early, and unless personnel are trained early and everything put into proper working order within the minimum of time, then I hate to think what might be the result. For that reason, I urge members of this House to give the matter some very serious consideration because it is only through their efforts, as well as through the efforts of Governments and military authorities, that we can achieve the desired result within the minimum of time. I have pleasure in supporting the motion for the adoption of the Address-in-reply.

**THE HON. E. M. DAVIES** (West) [5.50]: First and foremost I desire to associate myself with the motion expressing our thanks to His Excellency for the Speech he was pleased to deliver to this House on opening day; and to express our loyalty to Her Most Gracious Majesty, Queen Elizabeth II.

The Address-in-reply gives members an opportunity of dealing with various questions about which they would not be able to speak during the debates on other matters that may come before this House. I desire at the outset to offer my congratulations to Mr. Griffith and Mr. Logan on having been elected Minister for Mines and Minister for Local Government respectively. I can only say that I hope

they have a pleasant term in their respective portfolios, and, at the same time, carry out their duties as Ministers of the Crown.

Of course, Mr. Strickland has been relegated to the position of Leader of the Opposition. I would say that that has been as a result of an election and an expression of opinion by the people in this State. I would say to Mr. Strickland that although those very intelligent people have expressed their opinions, sometimes their opinions have been misguided.

The Hon. A. F. Griffith: I hope the hon. member maintains his position for many years to come.

The Hon. E. M. DAVIES: To Mr. R. Thompson, I think that every member who has spoken has expressed his congratulations, this being usual when a new member comes here. I should say that Mr. Thompson, in his maiden speech, demonstrated in no uncertain manner that he will at least be capable of representing his province and that he has been given sufficient vocabulary to be able to express his thoughts.

I have endeavoured to have a few matters, that I consider important, brought before this House, and I feel sure that those members who are elected to the House desire that they, too, shall have the opportunity of expressing their opinions on certain phases that may be regarded from time to time as of some importance to them.

Firstly, I would like to say that the question of crosswalks is one with which I have been most concerned; but not so much with the recent alteration of the regulation regarding behaviour at crosswalks, although in that regard there is a certain amount of misunderstanding on the part of some motorists and some pedestrians. Of course, I think it is quite wrong that we should have regulations changed from time to time after people have been used to observing them.

What I have in mind, and I have noticed it repeatedly, is that vehicles are permitted to park adjacent to crosswalks, and I feel sure that other people who drive vehicles have noticed this too. This parking is a means of obscuring the visibility of the driver of an approaching vehicle; and very often someone darts out from behind a vehicle on to a crosswalk just at the time when a vehicle is approaching. I believe that some consideration should be given by the traffic authorities to this matter. There should be some regulation introduced to make it mandatory for vehicles to be parked at a reasonable distance from a crosswalk so that proper visibility is available to the driver of an approaching vehicle.

The Hon. G. C. MacKinnon: One bay would be sufficient, would it not?

The Hon. E. M. DAVIES: I have not gone to the trouble of estimating a measurement, but it has been very noticeable to me. As a matter of fact, I have been responsible by my representations in having a crosswalk in the city of Fremantle moved from its present position. Firstly, this was because vehicles were parked right up to the crosswalk, and also because it was where one street met another on a curve, and the motorist did not have sufficient time to view the crosswalk before he was on it. I urge that the traffic authorities see that some investigation is made into this problem. I feel sure they will agree it is necessary that vehicles be prohibited from parking within a certain distance of a crosswalk.

Another matter which I have raised in this House on one or two previous occasions is the sewerage and storm water drainage on the south side of the river, known as the South of the River Scheme. It has been talked about for quite a number of years and, of course, one realises that finance is a great deterrent at times in these important matters. But at present we have the City of South Perth complaining about a certain area not being within the sewerage zone; and, further on, crossing the Canning River, there are many other parts not quite within a sewerage scheme. I would say that that applies in the Fremantle districts where we now have quite a lot of industry being established in Melville, and also in the industrial area of O'Connor which is just east of Carrington-st. If members will take a trip around there they will see quite a number of fine buildings which have been erected during the last few years. This has been made possible by a policy of the Fremantle City Council which makes land available at a reasonable figure thus encouraging industry to be established.

I think the time has arrived when some consideration should be given to the sewerage scheme which is known as the South of the River Scheme. I feel that it should at least be commenced, and an amount placed on the Estimates to complete the scheme in stages, if it is not possible to complete it in one financial year. I believe that this should be done in the not too-distant future.

I had the opportunity of being present at the Cockburn Road Board office when the Minister for Local Government paid a visit. I would like to say that I was very pleased indeed to know that Mr. Logan, in his capacity as Minister, has been able to visit certain local authorities, and I feel sure that this is always appreciated by those bodies.

Because there are often matters that can be discussed with a Minister, but which would take a great deal of time if dealt with by correspondence, I, with other members present, and together with the representative of the Cockburn Road

Board, expressed thanks to Mr. Logan for visiting that road board area; and I trust his visit will be the forerunner of others in the future. The Minister will recall that I raised the question of the subdivision of land in the green belt in the Cockburn Road Board area. I have frequently raised that subject, but, owing to the attitude of the town planning authorities, I have always been unsuccessful; as those people have baulked at any subdivision of less than five acres.

We appreciate their endeavour to look to the future in the belief that with an increased population it will be necessary to have a green belt for the production of foodstuffs; but I have yet to be convinced that small subdivisions such as I suggest are not practicable. There are many people who are seasonal workers; and who desire small areas of land that they can utilise in the off season for the production of vegetables and so on. It is silly to ask many of these men to work five acres of land, as they simply have not the time available, and the refusal to agree to the smaller subdivisions means that much of the land cannot be cultivated or put to any use.

I expressed to the Minister the view that the town planning authorities should permit subdivisions of less than five acres of land, so that people may cultivate smaller areas and bring them into production; and I trust that he will see whether anything can be done in that regard. Recently, at Mt. Pleasant, I noticed a number of scholars who attend the Applecross High School entering the highway on bicycles; and I raise this question so that the Minister may take it up with the department concerned; because if something is not done to prevent those boys coming down the steep grade in Cunningham Street and failing to observe the stop sign when they enter the highway, accidents will be inevitable.

I trust that the Minister will take this matter up with the traffic authorities and the Education Department; so that these scholars may have pointed out to them the danger of descending the incline I have mentioned and not observing the stop sign or taking notice of the traffic approaching on the highway on the right-hand side. Another matter that concerns me greatly is the erosion taking place on the foreshore between the City of Fremantle proper and South Beach. Those who have been in the habit of visiting South Beach realise that it exists no more.

From time to time the Fremantle City Council has expended sums, which now aggregate £30,000 odd, on that foreshore; but South Beach, as I say, has gone. Various Government departments have had their attention drawn to the position over a considerable period; but nothing seems to have been done except to expect the Fremantle City Council to keep on trying to protect the beach—

The Hon. G. Bennetts: It was one of the best beaches in the State.

The Hon. E. M. DAVIES: It is only a memory now. Nobody seems to be interested in the matter, although the railway line runs adjacent to the beach. I would point out also that the Fremantle powerhouse draws its cooling water from the sea in that vicinity, and it will eventually find that the sand eroded from the foreshore and carried south will cause trouble. Recently, considerable interest has been taken in this question by the Public Works Department, which has had conferences with the local authorities concerned, with a view to having groynes built to prevent the erosion.

Unfortunately, the change of Government has meant that the project of building two groynes, which had been adopted by the previous Government, has been delayed. One groyne was opposed to be built at South Beach and to be known as the Douro Road groyne; and the Fremantle City Council was prepared to allocate a sum of £7,000 towards the cost of it. The other groyne was to be built further down towards the powerhouse; actually in the Cockburn Road Board area. The proposal has now been delayed, owing to the change of Government; and so those beaches remain without protection.

We are fortunate that we have not experienced the usual July weather. We appreciate the fact that there has not been sufficient rain, and that consequently those depending on seasonal weather for the harvest are feeling the pinch; but nevertheless, had seasonal weather prevailed, the damage done on the foreshore, and on South Beach in particular, would have been far greater than it is. It is urgent that something be done to stop the erosion, as otherwise the railway line will be endangered; and I feel sure that the South Fremantle powerhouse will find difficulty in obtaining sufficient sand-free water to cool its engines.

Another question of great importance to Fremantle, and no doubt of concern to representatives of the North Province, including Mr. Strickland, Mr. Wise and Mr. Willesee, relates to the fishing industry. The seriousness of the position will be realised when consideration is given to the amount of revenue brought to this country by the fishing industry. As outlined in His Excellency's Speech, the production of fish in our waters in 1958 was 24,814,000 lb., valued at £2,085,000; and the earnings from the export of crayfish amounted to 5,000,000 dollars.

Fish and crayfish cannot be taken in the absence of the necessary craft, most of which are based on Fremantle. The previous Government had decided to construct a fishing boat harbour for the protection of those vessels and other larger boats proposed to be built for the industry.

All the craft engaged in fishing need protection; and for that reason a fishing boat harbour is essential to the industry. I understand that £35,000 was placed on the Estimates for the provision of that harbour; but I understand that now £34,000 of it has been allocated to something else, the remaining £1,000 having been expended in some way in connection with the proposal. I would like to know what is going to happen now in regard to that project; and I am informed that there is some difference of opinion which has arisen between the Harbour Trust and the engineer for the Harbours and Rivers Department.

Whether that difference of opinion will remain and prevent the construction of the fishing boat harbour is a matter which should receive immediate attention; but if something is not done in this regard, both the present vessels and the larger ones proposed to be constructed will remain without protection. It was suggested that the fishing fleet should go up river; but I understand it has been decided that there is to be no up-river extension beyond the existing traffic bridge. At all events, the only way in which to get the larger ships up the river would be by raising the level of the bridges spanning the river. It would also be necessary to have approaches made to the bridges; and that would be expensive, in comparison with constructing a fishing boat harbour in the sea.

The matters that I have mentioned are of importance not only to Fremantle, but also to the whole of this State and, indeed, the Commonwealth; because if the fishing industry earns dollars the whole of Australia benefits. I ask the Minister to have the question of the fishing boat harbour dealt with as expeditiously as possible, because it is of great importance.

*Sitting suspended from 6.15 to 7.30 p.m.*

The Hon. E. M. DAVIES: I now wish to deal with the question of re-siting the railway bridge at Fremantle. As is well known, this is a contentious subject and it has been discussed over a long period to decide firstly whether there should be any further up-river extension of the harbour and, secondly, whether the new railway bridge, when built, should be adjacent to the existing traffic bridge. If the new railway bridge is sited next to the traffic bridge it will make that part of the river, now occupied by the railway bridge, available for harbour extensions.

The resiting of the railway bridge adjacent to the traffic bridge involves the resumption of a good deal of property, and for this reason the question has caused much discussion. In future it will be necessary to have an outer harbour at Fremantle, but with the resiting of the bridge near the traffic bridge more berths can be built which will enable the harbour to cater for shipping for at least another 15 to 20 years.

A lot of thought must have been given to the matter, and a decision had to be made as to whether the existing harbour facilities would be sufficient for the shipping likely to use Fremantle Harbour in the reasonably near future; and also, because of the considerable cost involved in resuming property, whether it would be wise to allow the new bridge to be built immediately alongside the old railway bridge. The previous Government must have come to the conclusion that the cost and inconvenience would be too great, and decided that the new bridge would be built next to the old one. I think the matter could be given further thought and perhaps the latest decision altered, because the money so saved could be used for outer harbour development.

As I said, the previous Government gave the matter long and earnest consideration and decided that the new railway bridge would be erected on practically the same site as the existing one, bearing in mind that the old bridge would have to be used until the new one was completed. By this scheme no property had to be resumed. From answers I have received to questions asked it appears that 14 residential, 15 commercial and two industrial properties will have to be resumed as well as eight vacant allotments.

In considering this question, we have to remember that North Fremantle is peculiarly situated; it has the river as one of its boundaries and the sea as another. It could be said to be the apex of a triangle with no possibility of expansion. Some of the people whose homes will be resumed, if the latest scheme is proceeded with, have resided in the locality for many years and they have a great deal of sentiment for the homes in which they live. We know that compensation will be paid but the question is whether the people will receive replacement value or just the value of the properties as they exist today. If these homes are resumed for the purpose of constructing a new railway bridge, the people will have to find other homes and it will not be possible for them to get other accommodation in the district. North Fremantle is almost completely built out.

As members would know, a large portion of North Fremantle has become industrialised, and it is difficult to find any vacant land. Many homes will also be affected because of embankments which will have to be built. There had been a good deal of delay in making a decision on the resiting of the bridge and when a decision was made by the previous Government that the new bridge would be sited adjacent to the existing one the people in the district felt happier about it because they realised that no resumption of property would be necessary. Then, out of the blue, another decision was made to re-site the bridge and place it adjacent to the traffic bridge.

Apart altogether from the aspect of resumptions, there is another problem which some people will have to face because it will be necessary to alter the ground level between the North Fremantle station and the new bridge. Big embankments will have to be built and some people, although their property will not be resumed, will find that the embankment will completely block any view they might have beyond their own yards. They will feel as though they are living in a confined space; and they are most concerned about it.

So much concern is felt about this matter in North Fremantle that a special meeting of ratepayers has been called for next Friday night. The meeting will be held in the North Fremantle Town Hall, and those members who represent North Fremantle in Parliament, both here and in another place, have been asked to attend. We have little information to give the people other than that a great deal of attention has been given to the matter and although a decision was made the present Government has altered it. Because of this altered decision the people find themselves in a dilemma and they do not know just what is likely to happen to them or their homes.

Some might regard the re-siting of the bridge as progress, and that, therefore, it is inevitable that some people will suffer. I agree that in some instances we cannot stop progress but I think in this instance the decision made by the previous Government was the right one. I have been told that I do not know anything about it. That might be true, but on the other hand when professional men are dealing with questions it is generally advisable to get a layman's opinion as well so that some sanity can be brought into the discussion.

The Hon. A. F. Griffith: That is what Mr. Sleeman used to say.

The Hon. E. M. DAVIES: Mr. Sleeman had quite a lot to say, and I would not like to repeat in this House some of the things he said. Nevertheless, I will give him credit for the decision that was made, whether it was right or wrong. He brought this matter up on many occasions and he retired from politics knowing that he had gained his point and that the new bridge was to be built as near as possible to the old one. It was only after he left Parliament that that decision was reversed, and whether Mr. Sleeman will take the credit for stopping what he considered was a wrong move while he was in Parliament, I do not know, but as soon as he left another decision was arrived at. I am not going to deal as fully with the matter as he did, because he conducted a lot of research into it; and studied a number of harbour schemes; and he quoted eminent authorities to make his point.

The present Government has made another decision on the matter and I understand that preliminary arrangements in

regard to the bridge have been made. This decision, as I said before, will mean the resumption of a good deal of property and that will be fairly costly. People will be displaced from their homes and they are concerned about it. Those people whose homes will be alongside the embankment, and whose outlook will be spoilt, will find that their properties will deteriorate in value. I do not know whether these people will be liable for injurious affection because of the loss of value to their properties, or whether those whose homes are resumed and who have to seek accommodation elsewhere will receive replacement value or only the present-day value of their properties. These are questions which Cabinet has to decide, and the sooner the better so far as the people involved are concerned. I now wish to leave North Fremantle and cross over the bridge.

The Hon. L. A. Logan: Which bridge?

The Hon. G. Bennetts: By motorcar or train?

The Hon. E. M. DAVIES: I think I will travel over the traffic bridge this time. We have recently been informed of improvements that are to be made around the harbour.

There is to be a new passenger terminal constructed which should be worthy of the port of Fremantle in its capacity as the western gateway to the Commonwealth. Whilst I do not think that has a great bearing on what I am about to say—because I understand it is to be constructed somewhere on railway property—I do want to mention the fact that the proposal is to resume certain land with a frontage to Queen Victoria Street, from the existing traffic bridge down to approximately James Street.

The purpose of this resumption is for harbour facilities. When I say that, I mean it is for the purpose of providing parking areas for cars, and also a pick-up centre for those people who are engaged on water front work. I have endeavoured to ascertain what is intended. I am informed that the area is required as parking space, and for a pick-up centre, but on the other hand it appears that there will not be a great deal of room available to promote the aesthetic treatment of this land.

I am concerned, as are a number of my colleagues on the Fremantle City Council, as this frontage to Queen Victoria Street is the front door to the City of Fremantle; and if there is to be established a parking area and a pick-up area, it is necessary that something should be done to improve the surroundings from the aesthetic point of view. At all costs we must avoid anything that will be unsightly or unsatisfactory.

That is one consideration. While I am informed that the area will not be large enough for the purpose required, I still

have my doubts whether anything will be done about it, or whether the scheme will fructify. If this is to be so, it will mean that the people will come over the bridge through the front door to Fremantle from the city, and en route they will pass a parking area and a pick-up centre.

Apart from the fact that it may be unsightly—and I do not know what is proposed in the way of street lawns and flower beds, buildings and the like—I am informed that the Fremantle City Council will have some say as to the type of building that will be erected on that land. But with my knowledge over a long period, I have found that the Crown can do no wrong, and if it desires to erect a certain type of building, it will erect that building, irrespective of what the Fremantle City Council Building by-laws might say to the contrary.

That is a question which must be given some consideration. If it is necessary for this land to be resumed for the purpose I have outlined—bearing in mind that Queen Victoria Street is the doorway leading into Fremantle, and actually becomes its front entrance—something should be done to see that this area of land is aesthetically pleasing to those who will traverse the road into Fremantle itself. I consider these matters to be most important, and I trust the Minister will look at them from the aspect I have outlined.

There is another point on which I wish to touch. The area of Fremantle City comprises 3,800 acres. Of this area, 35 acres are taken up by the Commonwealth Naval and Military establishments; 55 acres are taken up by the Customs and other Commonwealth Government offices; which makes 90 acres in all, or 2½ per cent. of the area of the City of Fremantle. Apart from this, the State Government has offices and other utilities which cover a further 271 acres. If all those areas are to be excised out of the municipality of Fremantle itself, the loss in rateable value of this land will be considerable, because once land becomes the property of the Crown no rates are paid on it at all.

Accordingly we come to the point where, firstly, we are not satisfied that this land should be resumed for the purpose for which it was intended to be resumed; and, secondly, we feel that by the resumptions which are to take place the rateable value of the land in Fremantle will again be reduced.

We have only 3,800 acres and we cannot afford to have more land absorbed for this purpose than is absolutely necessary. I realise that the Fremantle Harbour is a most important harbour—but I know that while some people think it to be so, others do not. There is no great amount of background to the harbour to enable it to be utilised and provide the necessary facilities; so, it is considered, in

the interests of progress, that this land should be resumed—land that has a frontage to Queen Victoria Street—for the purpose I have already indicated. If this is done it will spoil the entrance into Fremantle and, it will also mean that the land will no longer be rateable.

I listened to Mr. Mattiske when he was dealing with the question of civil defence. I paid careful attention to what he said, because the question is an important one; and I think everybody, as far as possible should endeavour to gain some knowledge of it, because one never knows when it might be necessary to use that knowledge. There are however other forms of defence which are also essential; and, I would say, essential to the Commonwealth of Australia, notwithstanding that some things might be required to be constructed in Western Australia.

I would like to take members' minds back to the period of World War II, when part of Western Australia, particularly around Fremantle and portions of the capital city, were in partial or total blackout; they were definitely in the war zone, and we were within bombing distance of enemy planes from certain territories which they had invaded. I know that some people were inclined to the belief that we were only within bombing distance of suicide bombers which could get here but not get back.

I venture to say that so far as our enemy, Japan, is concerned such an obstacle would not mean a great deal, because if the Japanese desired to bomb a certain area they would find someone to do it. So I have always been of the opinion and belief that there should be some defences established in Western Australia—on the western end of this very large continent; the largest island continent in the world—because we find that most of our lines of defence exist on the eastern coast of Australia.

I feel definite on this point, and although I am told in some quarters that the provision of a dock in Fremantle would not be a payable proposition—as it would cost a great deal of money, and would not earn sufficient to pay the interest on the capital cost—I still say that in the matter of defence, no cost is too great if it provides protection. We should be like the boy scouts and always be prepared. That has been my motto from as far back as I can remember. I do not think there is any doubt that there is provision for a dockyard on this western coast of the continent—particularly around Fremantle, which is the main port—because we have protected waters near Garden Island and other such areas.

Whether or not, the provision of a dock is a payable proposition, I believe it is essential from the defence point of view. The provision of docking facilities is a



must for the western side of the continent. I cannot understand the attitude of the defence authorities when they say we have docking facilities available on the eastern end of the continent, and it is, therefore, not necessary to have such facilities available here. Those of us who have cause to remember World War II, will recall that the Americans considered it necessary to have a dock established here, because they went to the trouble of towing one for many hundreds of miles. It was used by their ships and by other allied ships as well.

But as soon as the war was over the dock disappeared and everybody forgot all about it. During the war, ships of many nations were stationed at Fremantle, particularly those of the U.S.A., the U.K. and our own. It was necessary for us to find bases for them around the coast of our State. There were also a great number of underwater craft, and it is no secret—because it has since been published—that half of the Japanese shipping destroyed in the Indian Ocean was destroyed by underwater craft which had their bases in and around Fremantle.

We read about millions of pounds being expended in the Eastern States on the Snowy River Scheme, and other projects, yet when we feel that something is necessary for Western Australia we are told it cannot be done, because it will cost too much, and it will not pay for itself. In the matter of defence these things might not pay for themselves in the first instance but they will eventually. If we have our defences established, it means that we are prepared; and the end result is that not only will this preparation benefit the country as a whole in the event of there being a war, but it will mean that the money will be circulated, thus providing a benefit to the people also.

Only recently we read about the tanker *Farmand* which suffered an explosion at sea. This ship was towed into Fremantle, but it was not permitted to go into the harbour, because it had to be gas-free. In consequence, it was necessary to moor it somewhere near Garden Island. Eventually the ship did come into Fremantle, and quite a lot of energy and talk were indulged in with a view to having the repairs carried out here. When the ship came into Fremantle there was present here a Mr. J. C. Cubert, representative of Lloyd's in London, and he said, "A proper repair berth where tankers can come in and be made gas-free should be provided. It is most essential for a port of the size of Fremantle." If we had here the necessary docking facilities, some of the tankers which may be unfortunate enough to meet with disaster at sea could use the facilities for repair purposes.

In this particular case the ship had to be towed to Hong Kong where the repairs were carried out. Considerable thought

needs to be given in order that our views may be brought forcefully before the Commonwealth Government. I understand that all State Governments have been in favour of something like this being established, but we do not seem to get anywhere. We hear a lot of lip-service given from time to time but nothing eventuates from it.

I would urge the Ministers and Cabinet to again bring this question before the responsible authorities in the Federal sphere. I am sorry that I have to tell the Ministers that unemployment is still being brought about because of retrenchments in the State Engineering Works at Leighton. I have been informed by one or two chaps who have come to me to see whether I could find them employment elsewhere—and that is difficult these days—that nine men were put off last week and a further 14 this week.

I cannot understand what the Government is doing in this regard. This is a very old established industrial works which has, for many years, played an important part in the development of the State. First of all it was known as the State Implement Works and eventually it branched out and became known as the State Engineering Works. In the early part of its existence it manufactured certain agricultural machinery, and since then it has played an important part in performing engineering work, not only for the State but for the many ships that have come into the port of Fremantle and required repair work done.

It seems to me that a certain amount of sabotage is taking place. The excuse given is that there is no work. If there is no work that means that there are no orders; and if there are no orders someone must have stopped them. I feel that consideration must be given to this subject. The position is becoming drastic indeed, and too pronounced altogether. Quite a number of men are being retrenched and employment is difficult to obtain. Some men are 50 years of age and it is almost impossible for them to get work in their own occupations at that age. Actually speaking, they are being prematurely retired, although they cannot receive the age pension. They have to depend on social services which is only assistance and not sufficient to provide a proper standard of living. Something will have to be done to alleviate this unnecessary unemployment as a result of retrenchments from a number of departments.

I now come to a point which I did not intend to pursue. However, Mr. Thomson, during the debate on the amendment to the Address-in-reply, referred to a statement I made during my speech where I said that a certain person was retrenched from the Public Works Department after 18 years' service with only one day's notice. This man did not have a position to go to but eventually found employment for himself. At the

end of the first week he was paid 16s. short; at the end of the second week £1 short; and at the end of the third week 16s. short. When he complained and went to the union the matter was taken up to see whether it could be remedied. However the chap concerned was told by his employer that he could finish up and that he knew the reason why. Mr. Thomson said that I had made a vile insinuation. I did not make any vile insinuation. What I said was true and the person concerned is prepared to verify it if necessary. If there is anything vile about it, it is the system which is causing men to be out of work.

The Hon. A. F. Griffith: How many days' notice did this man get?

The Hon. E. M. DAVIES: One day. I do not want to be misunderstood. I am not saying that this person was paid short by the Public Works Department. He was paid short by the employer who gave him a job after he was retrenched from the Public Works Department.

The Hon. H. C. Strickland: By those the Government pushes them on to.

The Hon. E. M. DAVIES: At the end of the first week he was paid 16s. short; at the end of the second week £1 short, and at the end of the third week 16s. short. The third week was a short week. After he went to the union to see whether the matter could be rectified he was told to finish up, and his employer said, "You know the reason why." I do not want to talk about the matter any further, but I gave the facts as they were given to me, and I honestly believe them to be true.

**THE HON. F. R. H. LAVERY** (West) [8.5]: In the Speech presented to us by His Excellency the Governor there are many items and, as Mr. Davies pointed out they give us great scope to discuss many problems.

Like other members, I have already congratulated both Mr. Griffith and Mr. Logan outside the House on their new appointments; and, to make it official, it gives me great pleasure to do so again. It is my intention to be most provocative this session, but I have already warned Mr. Griffith and Mr. Logan that anything I say from this side of the House will not be personal. That is still the position; anything I say will be against the Government and not against the members thereof. I would also like to congratulate Mr. Ron. Thompson on his election following the demise of the late Gilbert Fraser.

I am happy to have been associated in some part with the activities that led to the election of Mr. Thompson to this House because, many years ago during the depression when we had to organise functions to raise a few shillings so that children in the Fremantle area could receive milk and some of the other necessities of life, Mr. Thompson, as a very young man, played a valiant part.

At that age, he set out to do something for his fellow men. I was pleased last night when I heard Mr. Watson refer to the handsome majority by which Mr. Thompson won the seat. I hope that remark of Mr. Watson means that the Liberal Party will be good enough to see that Mr. Thompson does not have any opposition at the next election.

The Hon. G. C. MacKinnon: I would not bank on it.

The Hon. A. F. Griffith: What wishful thinking.

The Hon. F. R. H. LAVERY: I now intend to make a complaint. During the seven years I have been in this Chamber, the Address-in-reply has gone on for some considerable time interspersed with other business of the House. This evening I was informed that unless I spoke tonight the Address-in-reply debate would be concluded and I would not have any further opportunity to speak. That sounds like coercion to me, because I am led to believe that there will be other speakers next week. I am prepared to go on without notes, and I will speak on many subjects.

The Hon. A. F. Griffith: I think you are suffering from a misunderstanding.

The Hon. F. R. H. LAVERY: I have been told that other speakers will be speaking next week. I wish to speak on a number of matters which concern the State as a whole and also my province. The first subject I raise is in connection with the Chest Hospital. Patients have complained to me—I am sorry that Dr. Hislop is not in the House tonight—that they are not able to move around in the open air. This is a matter which could easily be rectified. At Wooroloo, patients suffering from this malady had their freedom and were able to move about from place to place, meet other patients and talk things over with each other. However, at the Chest Hospital the ward system is now in operation and patients who are able to walk around for a little while are confined to their ward area. There is no open air space where they can go. I know such an area would require a fence, but there is none at the hospital.

Patients are allowed to visit the flat roof of the hospital—no doubt there is a nice view—but they have complained to me that no seating accommodation is available. If they become tired they have no place where they can sit. This is something which the Medical Department could easily rectify.

Another matter about which I am concerned, and which should be of interest to Mr. Logan, is the new home for boys to be built at Caversham. It is necessary for these boys to be kept under lock and key. I was perturbed to read in the paper some time ago that officers were being trained by the Child Welfare Department to take over this home. I am of the opinion that

this is one home where we should get away from institutional control such as applies at prisons, mental hospitals, and so on. An endeavour should be made to obtain the services of some independent and understanding person. I want it to be clearly understood that I am not criticising any officer of the Child Welfare Department.

An attempt should be made to obtain the services of a person who is a father and who has some real thought for the upbringing of children. I know of a man in Fremantle—he is an Englishman who has come amongst us—who has so impressed the authorities that young men under the age of 21 years who are arrested for jumping ship, and who receive a sentence of eight weeks' imprisonment, are not now imprisoned but are left in the care of this gentleman. He is the Rev. William Melrose from the British Sailors' Society in Fremantle. If he has done nothing else, he has kept these boys out of gaol.

Most of the young chaps are around the 18 years-of-age mark; they are a long way from home, and when they see our open spaces they commit the crime of trying to become a citizen of this State. Mr. Melrose is a person who is really imbued with the idea of social adjustment for these young fellows. I have discussed the Caversham project with him and he is perturbed because we will have some departmental officer who perhaps has had nothing to do with this type of work before.

Before anyone is appointed to the control of this institution I would like the Minister for Child Welfare to call applications from people who may be suitable for the position. If he is satisfied that they are not suitable, then some person trained in the Child Welfare Department to do the job may be appointed. I am concerned, because we will have a type of institution where young fellows will be embittered; they will not feel a fatherly hand on their shoulders and hear someone saying, "I want to have a talk to you." Some time ago I heard mention in this Chamber of the use of the cane. I do not believe in that kind of treatment. Even in the animal-worst of us there is a kindly strain. In all sincerity I suggest to the Minister for Child Welfare that, before a decision is made as to who shall be the superintendent, some thought should be given to what I have said. I was pleased to read in *The West Australian* that Mr. Logan attended a meeting at Subiaco where the City of Perth Regiment's junior brass band was in action. The newspaper report had this to say—

Mr. Logan said that south of the river there were 6,000 teenage boys in the age bracket needing guidance. "Surely there are enough people and organisations to help these boys," he said.

I agree with him entirely. South of the river is the area where the West Province is. Far from taking umbrage at what the Minister said, I tell him that we have at least one organisation, known as the Melville Amateur Athletic Club, interested in this matter; and I have the honour to be its proud patron. The club was established by a man who was transferred here by the Naval Department; he can still run 10 miles to the beach every Sunday. His name is Mr. Jack Pross. He was imbued with the idea of doing something for the young people.

He called a public meeting—it was necessary for 10 persons to be present—in order to form a club. This occurred three years ago; and just 10 persons attended. Last year some 26 State championships were decided by the Amateur Athletic Association, and the Melville club gained 25 of them. Everyone in the club is aware of the impetus that Jack Pross has given to the project. At the club dinner last year, over 300 participating members of the club attended. We have in this organisation Western Australian champions in John Baguley and Ian Thompson; and we have young men ranging from 21 years of age down to 12 years of age.

We also received considerable help from the Melville Road Board, because it made grounds available to the club. Jack Pross considered that the usual time for delinquency to occur was from when the boys left school until they went home for tea; and after tea to 8 or 9 o'clock at night. So he set about instituting a night training scheme. The road board was then good enough to put lights on the ground.

I pay tribute to Mr. Pross for what he has done, and I might mention that he has refused promotion in the navy—this promotion would have meant his going to Sydney—because he wants to stay in Western Australia and help these boys. If Mr. Pross remains in Western Australia he will probably have to retire from the navy as a result of not accepting promotion. I believe he can be kept here if a position is found for him in the National Fitness Council. In this capacity he would be a great asset to the State in connection with the Empire Games. The people who know something about amateur athletics admit that Jack Pross is the man to deal with young people.

In our district we have Shirley Strickland and other girls who are athletes. Altogether we have 450 young people in training. Not one of the children who are registered has caused his or her parents, or the police, any worry or trouble. So, I was pleased to read Mr. Logan's remarks in the Press, because what he said gave me the opportunity to let the general public know just what can be done in the way of finding good clean healthy competitive sports in which our girls and boys can participate. I am sure that when

the Melville Amateur Athletic Club has another big day Mr. Logan will certainly be invited to see what is happening.

A vital matter that concerns the medical profession and the hospitals, is the payment of accounts by the Motor Vehicle Insurance Trust. The trust should be empowered to pay hospital and doctors' accounts, where liability is accepted. Mr. Heenan can support me in what I am about to say. I know of several cases in which, from the time liability was accepted, it has been up to two years before settlement was made. The Motor Vehicle Insurance Trust is responsible for the payment, but the patients continually receive accounts from the hospitals and the doctors; but no money is forthcoming. Some people have even been summoned, or threatened with being summoned; and I think that debt collectors have called on other people. I believe this state of affairs has come about for no other reason than that the trust does not pay until the final settlement.

The Hon. G. C. MacKinnon: I know of one chemist who has had an account outstanding for three years.

The Hon. F. R. H. LAVERY: That should not happen. This is a simple matter, and the Minister controlling the instrumentalities should bring an amending Bill before Parliament to ensure that this question will be attended to.

The Hon. L. A. Logan: It is my department.

The Hon. F. R. H. LAVERY: I did not know that. The matter is a simple one, and a remedy can be easily effected. All the hospitals complain, and so do the radiological clinics which have to render service. I do not want Mr. Logan to think I am tackling only him, but I am also concerned with town planning. Tonight I asked him whether the new Town Planner had arrived. I know now that he has not. I expect that the Minister will see to it that the complaints we have made in this Chamber—complaints made by Mr. Watson and others like me in the last three years in connection with the delays as a result of the interim town planning order—will be attended to as soon as possible.

Once we get away from the city, or the confines of the river, we have a large amount of urban land extending from the back of Yokine in an easterly circle to the Cockburn Road Board district. In these areas there are people who have ideas and plans. Instead of the big agents dealing with the land, some of the people think they will make a few shillings for themselves by subdividing their properties, and they do so.

Some two years ago I quoted an instance—Mr. Watson supported me—of people in the Riverton area who were still held up because of the interim town planning

order; and no decision has yet been made. I do not blame the town planning officials, because I do not think, for one thing, there is sufficient staff in the department. Probably the Minister agrees with that. I suggest to the Minister that when the new Commissioner arrives it be made possible for members of Parliament to meet him so that we will be au fait with his ideas, and he with ours. When all is said and done, town planning does take away from many people their civic rights. Therefore, the time has come when a complete overhaul of the subject should be made.

Something that has worried me for many years is the congestion of traffic in front of the Perth railway station. About three years ago I spent, for several weeks, the time between 4 o'clock and 5.30 p.m. at the junction of Forrest Place and Wellington Street, looking at the pedestrian traffic crossing to the station. I am going to put forward an idea; and some engineers say this can be done cheaply, and others that it will be a costly project. The congestion at the Perth station will have to be looked at if the railway station is lowered. That is, of course, if the Government does not sell the railways to some private enterprise! The other night Mr. Jones said we should have an underway or an overway.

The Hon. H. C. Strickland: There is too much water for an underway.

The Hon. F. R. H. LAVERY: We talk about illiteracy in Russia, but do members know what happened in Moscow when it was decided to put an underground railway there? The authorities found a moving bank of mud! A young engineer—he was 22 years of age—hit on the idea that the mud could be frozen; and so it was.

On such a foundation was built the Moscow underground railway. In view of the fact that the distance from Forrest Place to the railway station would be only 200 ft. or 300 ft., the quantity of water that would have to be dealt with would be infinitesimal compared with what had to be done at Moscow.

Surely today, with the aid of bulldozers all we would need to do would be to close the street to traffic for about two days so that an open cut could be made for the purpose of erecting forms for the laying of concrete foundations; and eventually the whole area could be boxed up with a concrete surround. I was in Sydney during last Christmas period and there I found that railway tunnels had been made through solid granite and, further, an overway had been provided over Circular Quay. Whilst in Sydney I had the pleasure of travelling over it.

The expenditure of £25,000 or £30,000 at the most would be nothing compared to the benefit that would be obtained from the erection of an overway, because this would prevent the hold-up of both vehicular and pedestrian traffic in that

area of Wellington Street between Forrest Place and the railway station. I put forward this suggestion because of the number of passengers that are now travelling by rail. During the evidence given before the Select Committee, of which I was a member, that was appointed to inquire into the Metropolitan Transport Trust last year, it was disclosed that the railways were carrying 1,000,000 passengers weekly. That figure may have been for a month, but I am not sure. Nevertheless, only a few years ago the railways were carrying only a quarter of that traffic. All those persons who travel by rail to and from the city must, of necessity, cross Wellington Street to get into Forrest Place or the city proper.

If an overway was erected at that spot it would prevent all future accidents between motorists and pedestrians. In my opinion the provision of an overway to enable pedestrians to reach the railway station without any fear would be quite simple. Anyone who wishes to travel to the east of the city by rail is obliged to climb steps now to get on to the Horse-shoe Bridge, or to cross the railway line, so, it would not create any hardship for people to climb steps on to a bridge in order to get to the railway station or from the railway station to Forrest Place. I have had this plan in mind for many years despite the fact that there is difference of opinion among engineers and that Mr. Strickland says there would be too much water at that site to provide an underpass or tunnel. If it is planned to lower the railway through the centre of the city, surely an underpass could be installed at a spot close to the railway station. I leave that suggestion with our engineers to consider.

I now wish to deal with matters nearer home. The Canning Road Board is desirous that dredges be provided to reclaim a large area around the swampy edges of the upper reaches of the Canning River. If this is done it will not only prove to be extremely beneficial to the people living in close proximity to the river banks, but also, it will result in more revenue being obtained by the Canning Road Board from rates because it will make more land available for subdivision and for the erection of homes. There is no doubt that the houses already being built there are equal in value to any on the Mt. Pleasant side of the river. I know that the Canning Road Board is extremely keen about this work.

I went on a tour of the river area with representatives of that board and I would be most happy to further their representations to have dredges taken to that part of the Canning River for the purpose of reclamation.

In my opinion Mr. Davies had a genuine complaint, not only against the previous Government but also against this Government, concerning the resumption of land for

the siting of the new North Fremantle railway bridge, and also to provide an increased number of berths in the Fremantle Harbour. There is no doubt that the North Fremantle Council is very concerned about this matter. In my opinion any councils, municipalities or road boards are entitled to be informed by the Government of the day of the work that it proposes to put in hand in their areas. I have the authority of the Town Clerk of the North Fremantle Council to say that his council had no knowledge of the Government's intention to change the site for the railway traffic bridge, to dismantle the wool sheds at Leighton and to lay down seven new railway lines on that site for the purpose of providing a railway marshalling yard. The North Fremantle Municipal Council obtained that information indirectly. It was not advised by the Government or by the department concerned.

These local authorities, in my opinion, should be informed 12 months in advance of the Government's intention to undertake such works. The North Fremantle Council has been placed in a most invidious position as a result of the wheat silos being built in their district, and yet the first it knew about that project was when work was commenced on the levelling of the ground. The Hon. J. B. Sleeman and I took the previous Minister for Agriculture down to the North Fremantle Council in order that he might see what was being done, and he said that Co-operative Bulk Handling Pty. Ltd. was doing this work itself.

The Hon. H. C. Strickland: Which Minister was that?

The Hon. F. R. H. LAVERY: The Minister who is now the Agent-General in London. Nevertheless, that company could not have undertaken this work without the Minister for Lands having some knowledge of it, especially when its operations come under the jurisdiction of the Lands Department.

I now want to pay a tribute to Mr. Strickland and his colleague, Mr. Tonkin. The reason I wish to do this is that before they agreed to the erection of the Leighton marshalling yards, they said that this could be done only on condition that the Leighton beach was preserved for the benefit of the people of this State. I am led to believe—and my source of information is pretty reliable—that had it not been for those two gentlemen, the amenities of this beach could have been denied to the people of Western Australia. Therefore, those two men are entitled to be congratulated for the stand they took.

When we were discussing the day-labour question before this House previously, the Minister for Child Welfare in his reply, wanted to know why men were keen to join the day-labour organisation of the

Public Works Department. I said, by interjection, that the reason was that they were seeking security, and he asked where was the security for these 500 men who were dismissed prior to November last. I do not know whether he was aware of the fact—but I want it recorded in *Hansard*—that the majority of this number of men were employed on refitting the ships that were to serve the North-West coast. Mr. Strickland arranged for the work to be performed at Fremantle, although generally the ships have to be sent to Brisbane for such refitting.

They were not the usual men who were engaged by the Public Works Department, and because they were employed on the fitting out of the ships at Fremantle, there was a specific condition made that when the ships were completed the services of these men would no longer be required. I would like to point out that such work, in the supply of goods and labour, brought more than £1,000,000 to this State instead of it being expended in Brisbane as it was previously.

I have a notice of motion on the notice paper requesting that the report of the Parliamentary committee on licensing be printed. I have a specific reason for doing so. The reason is that, according to a statement made by the Premier, we will shortly be considering a Bill containing fairly comprehensive amendments to the Licensing Act.

What I am concerned about is the fact that in the areas of Manning, Brentwood and Riverton, in my province, there does not exist one hotel, despite the fact that those areas are closely populated. No attempt has been made by those engaged in the liquor trade to take steps to provide a hotel in any of those areas. As a result, active steps have been taken by the residents of Manning and Riverton for clubs to be formed. I supported the Manning Bowling Club in its application for a liquor license, but my complaint is that only 250 members of that club will be able to be served with liquor whereas the rest of the people will have to travel right across the river to the Raffles Hotel or to the Como Hotel or to the hotels on Albany Highway.

Before any legislation is agreed upon by members of this Chamber we should have before us a report by the Parliamentary committee that inquired into licensing so that we may be able to make a thorough study of it. There are only two hotels in the whole of the Manning-Brentwood-Mt. Pleasant area. That is the reason why I want this report to be presented.

The Hon. A. F. Griffith: It is a pity that your Government did not furnish the report.

The Hon. F. R. H. LAVERY: For the Minister's benefit I will repeat that three years ago we tried to interest the authorities concerned to grant the people in

those areas some hotel accommodation, but so far such a request has not been considered.

The Hon. A. F. Griffith: I was only saying that it was a pity your Government did not have the report made available.

The Hon. F. R. H. LAVERY: I am not sure whether that report was in existence then or not. However, if it is available now I would like a copy of it to be presented to each member of this House. In regard to the site of the new railway bridge, there are one or two points which I consider should be given some consideration.

The harbour at Cockburn Sound has been dredged and opened. Under the Stephenson Plan it is contemplated that all bulk cargoes should be handled at Kwinana. In the planning of Medina, Calista and the other townships it was thought that new industries would be attracted, and thereby increase their population.

The Fremantle railway bridge is to be sited upriver, and five new berths are to be provided in Fremantle Harbour. When we look at the narrow stretch of water where the bridge is to be built we wonder why the Government has not decided to extend southwards. In view of that, I begin to wonder whether the stories I hear circulating in the area of Medina are not true. I begin to wonder whether the present and the previous Governments, in the last eighteen months, decided that the B.H.P. and the refinery were to be established at Kwinana and then left it at that. It seems that the £9,000,000 or so which has been expended by the Government in the provision of roads, electricity, water and other services, has now been wasted.

That is the best example we have of a socialised district. Every service has been built by the Government, and private enterprise has provided only a few homes. There is a responsibility to the children attending school in that district. A high school has been provided, but after the children leave that school they have also to leave the district to seek employment.

The Fremantle City Council set aside land between Willagee, Hilton and White Gum Valley for industrial purposes. Various industrial establishments to the value of some £200,000 were attracted. So, children on leaving school in the new township will be able to obtain employment in factories and industries. What will happen to the townships and the people of Medina and Calista if Fremantle Harbour is to be extended under the Government's proposal? Will it take another 45 years before an attempt is made to extend the harbour south?

Whether the overseas trade mission from this State will succeed in attracting new industries remains to be seen. When Mr. Griffith was speaking to another measure I said the reason why some industries had

decided to establish themselves in the East instead of at Kwinana was because the refinery here was British-owned.

The companies which would have been attracted to this State were American companies, and naturally they decided to be established near the Altona refinery and the Caltex factory over East, because they are American-owned. Mr. Griffith asked why did all industries go over East, and I said the reason was that the American companies wanting to establish themselves here were tied to other American companies already established in the East. I further reasoned that they decided to be nearer the centre of the industrial life of Australia. Unless a bitumen road is built between this State and the Eastern States we will always suffer from a disability.

The matter of police officers' pay was mentioned by Mr. Cunningham. I support his remarks, because I consider this matter should be examined as early as possible. When I was elected to Parliament one of the police sergeants in my province stated that he wanted a 40-hour week. Almost immediately the Country Party candidate, who was a police officer, said to me, "If you do anything to bring about a 40-hour week you will jeopardise our home economy. For several years we have been working on eight hours overtime per week. Our wives budget on that income. When the 40-hour week comes in there will be too sharp a drop in the income."

Under the present economy of this community, members of the police force are just as much tied up with hire purchase as are other members of the community. It was contended by Mr. Cunningham that any reduction brought about by the 40-hour week would be too steep, and it would not be very long before there was another reduction. It seems that the answer to this problem is to increase the hourly rate of pay of police officers.

The police force of this State can hold its own against any other in Australia in respect of conduct, attention to duty and loyalty to the employer. If the police officers are to be placed on a 40-hour week, their hourly rate of pay will have to be increased, to compensate them for any disability which they will suffer. I am not saying this in a derogatory sense; but once a policeman always a policeman.

If a police officer resigns from the force he will not readily find another avenue of employment, unless he elects to seek private employment. If we are to encourage the enlistment of desirable types in the police force we will have to do something in regard to their pay. Whether that will cost the State more is beside the point. We should seek the best officers available and see that they are properly remunerated. The other evening I attended a public speaking class. Mr Hawke, who was present, said, "When you say 'in conclusion,' make it in conclusion." I do so now.

**THE HON. L. A. LOGAN** (Midland—Minister for Local Government) [8.53]: First of all, I say thanks to the members who have congratulated me upon my election to ministerial rank. If I had any illusions before attaining this office as to what the duties entailed, I can assure members that I am under no illusions now, because I realise not only the amount of work which is performed by a Minister of the Crown, but also the responsibility which rests on his shoulders. I trust I shall be able to shoulder my responsibility for the betterment of the State.

In taking over this portfolio I am succeeding two very able Ministers. The first was the late Mr. Fraser, and the second—in recent months—was Mr. Wise, whose term was too brief. He did not have the opportunity to sit in office and bring about reforms, or to catch up with the leeway which unfortunately occurred during the illness of Mr. Fraser.

To Mr. Thompson, our new member, I offer congratulations on his winning the West Province seat. We have something in common in that he is now representing the province previously represented by the late Mr. Fraser, while I have succeeded to his portfolio.

Most of the members here have referred to subjects which affect not only their provinces but the State as a whole. I do not intend to reply to all the speeches because Mr. Griffith probably will cover them more extensively. All I intend to do is to make passing reference to some of them.

In the short space of time since I have been a Minister I have travelled throughout the State from Esperance to Wyndham. I have sat here and listened to most of the speeches which have been made during this address, and I was able to follow precisely what the members were speaking about.

One interesting feature about my election to ministerial rank is that for the first time the portfolio of Local Government is the main portfolio of the Minister holding it. The portfolio of Local Government is usually combined with that of Chief Secretary, and generally the latter has taken precedence. This is the first occasion when the portfolio of Local Government has been the main one.

The Hon. F. J. S. Wise: It is in the order named during your swearing-in.

The Hon. L. A. LOGAN: Criticism was levelled by Mr. Murray against the Government for setting up a Royal Commission to inquire into betting. I was one of the members who supported the Government's decision to establish starting-price betting shops. I have not changed my opinion, and if the same set of circumstances were to exist today as existed then, my vote would go the same way. The numbers of rumours, insinuations and innuendoes

which were circulating among the people made it imperative to do something and for someone to clear the air. It does the community no good to have aspersions cast upon people holding public office. If the Royal Commissioner can remove the aspersions then the Government will have done the right thing.

The subject of crosswalks was mentioned by both Mr. Teahan and Mr. Davies. Mr. Teahan was rather hurt that the Government amended the regulation over which there was so much controversy. The previous regulation was unworkable, and had it been observed no motorist would have been able to drive up St. George's Terrace between the hours of 8.30 and 9 a.m. and 4.30 and 5 p.m.

The Hon. A. F. Griffith: That applies to Hay Street in particular.

The Hon. L. A. LOGAN: Hay Street is included. I have taken particular notice of the reactions of pedestrians since that regulation was altered. I believe the alteration has made the pedestrians realise their responsibility, because many people thought they owned the crosswalks.

The Hon. F. R. H. Lavery: A few of them still do.

The Hon. L. A. LOGAN: Very often I felt like nudging a part of the anatomy of the persons concerned to hurry them up a little.

The Hon. A. F. Griffith: In actual fact, they did own the crosswalks.

The Hon. L. A. LOGAN: When dealing with this subject I think we have to remember that it is not only on the crosswalk that the motorist has to watch the pedestrian. He is watching him the whole way down the street, and, therefore, I think this regulation has done some good in regard to obtaining a little bit of briskness on the crosswalks.

The Hon. G. E. Jeffery: There are only two kinds now, the quick and the dead.

The Hon. L. A. LOGAN: I realise that it is a pretty difficult problem and there will always be the odd motorist in a hurry, so that although one motorist will pull up, another will fly past. I think the policeman on the job should get that fellow's number and deal with him—and deal with him severely.

The Hon. F. R. H. Lavery: I think they should on the suburban crosswalks.

The Hon. L. A. LOGAN: I was rather amazed that the Press came into the controversy. In an endeavour to build up its case, it printed three different photos in the newspaper. If anybody took any notice of those photos, as I did, he should have appreciated the fact that the photos did not show anything wrong with the pedestrian crossing at all.

The Hon. F. J. S. Wise: As a general rule, if you want to mislead people, you get your photo taken.

The Hon. L. A. LOGAN: It shows how good the alteration is; not the opposite. I listened with interest to Mr. Wise's speech, and, as I said earlier, having taken a trip north, I was able to appreciate some of the remarks he made. Whilst I admit that the trip was a very rushed one, I was able to visit ten different road boards to discuss some of their problems with them and have a look at some of the country from the air.

The pilot of our 'plane, by flying low and in circles, made it quite easy for us to see the main things there were to see. Sometimes he flew at acute angles which I did not like very much, but he gave us the opportunity to see what we could in the time available.

The Hon. G. Bennetts: You admit you went round in circles.

The Hon. L. A. LOGAN: We did 4,000 miles in five days, so we did not do too badly. The problem of the North is one that has been with us for quite a long time. I think it may be with us for quite a considerable time longer. However, I believe that the spending of £5,000,000, which is really only chicken feed to what will be necessary in the North, may in itself produce something whereby another £5,000,000 will be wanted. If we can get that steamrolling, then I think some good may come of it.

I was also chided by Mr. Wise in a very kindly manner, in regard to the remarks I made in connection with the Grants Commission. I take his chiding in the manner in which it was given, and whilst I admit that probably I may have been a little bit premature in my opinions, I still think, even with the experience I have gained as a Minister, it is unfortunate that we, as a Government, are not able to do everything we require.

The Hon. F. J. S. Wise: It is fortunate we have section 96 in the Constitution.

The Hon. L. A. LOGAN: At times, Governments—not any particular Government—have endeavoured to do something off their own bat which they thought was right and they have suffered, because of doing so, from the Grants Commission. I think Mr. Wise will agree with that, and I believe my remark was fairly true when I said that the Government of Western Australia—I did not use these exact words but I think they are more or less the same—was to some extent conditioned in regard to what it could do, by the powers of the Grants Commission. If we do not do certain things and line ourselves up with the major States, then we suffer some reduction in our disability grant.

I think we will all be happy when the day comes that we cease to be a claimant State, and join South Australia in conjunction with the other



States of New South Wales, Victoria and Queensland. I am not decrying the amount of work and effort that the Grants Commission does—mostly I think to the benefit of Western Australia—but I think the principle remains that we are not autonomous in that respect.

Quite a lot of reference was made by Mrs. Hutchison to children and the Child Welfare Department, particularly in regard to neglected wives and children. Unfortunately, some of her statements were not quite correct because she said that the Child Welfare Department—in her own words—“Cannot do anything until the neglected wife has done all she can herself under the law as it stands.” That, of course, is not quite correct. She said also that the Child Welfare Department will not help them until the neglected wives have taken all possible steps to obtain the payments themselves.

The Hon. F. R. H. Lavery: That is deserted wives.

The Hon. L. A. LOGAN: Of course, the Child Welfare Department does help. That is what it is for. With regard to the reference the hon. member made in connection with someone other than the wife having the power to prosecute a deserting husband and send him to gaol, I think probably she has a case. It has been favourably commented on by the director, Mr. McCall, who is away at the moment. I understand that the Crown Law Department has also made some favourable comment upon this portion of her speech. But, unfortunately, I received this file only tonight, and it was supposed to have been sent to me in April. I received it only tonight when I asked for some comment on the hon. member's speech. There will be amendments to the Child Welfare Act, but I do not know whether the provisions the hon. member wants will be included, because the Bill is printed.

The hon. member made reference to our flora as it affects Western Australia, particularly from the tourist angle. I think I can tell her that in the Esperance area the main road system is at the moment a five-chain road system which I think is a little too much. However, being a five-chain road system, it will give an opportunity for the flora to be retained on either side of the road. In regard to the Perth-Geraldton road, certain sections have been declared a three-chain road, and, although we cannot do it all at once, if a settler starts to re-fence, then he has to abide by the three-chain road system. That again will allow for native flora to be conserved; so the State is taking some notice of what is required in regard to the preservation of flora.

The Hon. F. R. H. Lavery: It is a pity that so much bulldozing is occurring in the hills.

The Hon. L. A. LOGAN: Another statement the hon. member made was in regard to education. She wanted Federal aid, and I believe she wanted the Federal Government to take over education. I think we would rue the day if we ever allowed our educational system to be taken away from State control and placed in Federal hands. The hon. member also said that education was lagging. I am certainly going to disagree with that statement because if one starts to observe our educational system of today; the opportunities the children have; the educational standards that are required by the teachers; and the educational guidance given to children by all sorts of means—visual, radio, travel, and very shortly, probably, TV—I think one must come to the conclusion that our system is not lagging but is keeping up with all the requirements that an educational system needs. Mention was also made by Mr. Jones of that portion of the Child Welfare Act dealing with deserted wives. As, very shortly, a Bill making amendments to the Child Welfare Act will be introduced, all members will then have an opportunity of dealing more fully with child welfare.

What we might call a round-up of his province was given by Mr. Bennetts, in his usual style, and, of course, in that round-up he gave us a dissertation on Esperance. Having just paid a quick visit to Esperance, I can appreciate the problems. I was not one of those who went to Esperance and returned, and started puffing up and saying that Esperance was going to boom, and that if the land were developed it would carry so many sheep to the acre. Unfortunately, too many have tried to tell us these things. At the same time I have come back convinced that, providing the prices of our commodities of grain, cattle and wheat hold, there is nothing that can stop Esperance from growing. As a matter of fact, I believe that within five years with natural progress that town will burst at the seams because there is absolutely no provision there for any growth. And yet, there are millions of acres behind Esperance, and Esperance is the only natural outlet for it. If that area is to progress as it should then I am afraid the Government will have to find a lot of money for Esperance.

Otherwise the outlook for the settler there will be grim. One of the greatest problems at present in that district is isolation and, unless Esperance can be developed as a large centre, the isolation will remain. Esperance is probably one of the areas where the scenic beauty is equal to anything in the State; but we cannot have tourists there without an adequate water supply. The water supply at present is simply what the windmills pump out of the ground.

The Hon. G. Bennetts: And it is not of the best.

The Hon. L. A. LOGAN: That is so. Because of the slight increase in the population there and the great number of wind-mills now working, the water table is being lowered. Provision for an adequate water scheme for Esperance is a problem that will take the best of our engineering brains to solve, and we can only hope that they will find a way of overcoming the difficulty.

The Hon. G. Bennetts: It may have to wait until a method has been found for purifying salt water.

The Hon. L. A. LOGAN: Mr. Jones mentioned the question of stop signs; and I agree that there are too many of them and some are in the wrong places. I believe the traffic authorities should have a complete review of the position and see whether it is possible to remove some of the stop signs and replace others with the "Slow 15 miles," signs. I can assure the hon. member that I will do anything that I can to help bring that about.

Mr. Willesee gave a very interesting address last night, covering almost every town in his province. I was fortunate in being able to follow his progress through each district and I was conversant with the problems to which he referred in the various areas.

Among the difficulties experienced in that country, Mr. Willesee mentioned a shortage of water at Marble Bar, Witteboom Gorge, Wyndham and Broome. While I was in Port Hedland the contractors who had just completed the bore at Talgarno were in the town. I got in touch with the Broome Road Board and asked it to immediately contact the Government and see whether that boring plant could be made available to put down bores in Broome, before leaving the district. I was advised that it was a particularly good team, with very good plant and fairly cheap operating costs.

I was not in a position then to do anything about it; and I left the matter to the road board; but I do not think the board did anything about it and so, I believe, we have lost an opportunity of having a very good team endeavour to find a suitable water supply for Broome. While I am not au fait with all the ramifications of the proposal relating to the port at Black Rocks I say, without fear of contradiction that it is unfortunate that so much money has been spent in Derby over the last 12 months or so.

If the new port is to be developed at Black Rocks, that will be too far away for Derby to remain. I do not think it is economic to have a port at Black Rocks and the town of Derby to continue. The distance between the two is 20 miles; and when one looks at Derby from the air one sees a narrow strip of pindan country between two fairly big mud flats, and one appreciates that it might have been better to get out of there while the going was good.

The Hon. H. C. Strickland: The position is the same at Black Rocks.

The Hon. L. A. LOGAN: I realise that—

The Hon. H. C. Strickland: It is just a finger between two mud flats.

The Hon. L. A. LOGAN: They are not quite the same. The amount of work going on up there at present is colossal for a small place like Derby. There are the new police quarters and those for the Agricultural Department, which comprise a substantial building, together with extensive renovations to the hospital.

A new hostel has been erected there and I believe that at last the hotel is being rebuilt—and not before time. It is a pity if Black Rocks has to come, that this work was all started at Derby and not at the new site. However, we are not all clairvoyant and probably, before a decision was made in regard to Black Rocks, this other work was commenced.

The Hon. H. C. Strickland: All Governments concerned, including the Federal Government, supported the scheme.

The Hon. F. J. S. Wise: Derby is well sited as regards water supply.

The Hon. L. A. LOGAN: But we can't get a deep water port there.

The Hon. F. J. S. Wise: It is not uncommon, in many parts of Australia, to find the port some distance from the town.

The Hon. L. A. LOGAN: It is not uncommon, where there is sufficient progress behind the port to warrant the intervening distance. Fremantle is 12 miles from Perth and it is the same distance from Adelaide to Port Adelaide; and it is all right where there is a closely populated area such as will make it worth while. I must make it clear that I am speaking personally now and not at ministerial level.

The Hon. H. C. Strickland: It is a pity that some of the £5,000,000 is not being spent.

The Hon. A. F. Griffith: Plans to spend it must first be made.

The Hon. H. C. Strickland: The Kimberleys will never be developed at this rate.

The Hon. L. A. LOGAN: Mr. Watson and Mr. Lavery both mentioned town planning and took the department to task over delays.

The Hon. F. R. H. Lavery: Not necessarily the department; but the Government.

The Hon. L. A. LOGAN: We must find out who is responsible for the delay, before we accuse anyone. While in some cases it may be the fault of the town planning authorities, it is often not their fault—

The Hon. F. R. H. Lavery: It is the fault of the interim order and not the department.

The Hon. L. A. LOGAN: After an interim order is issued and an area is gazetted under it as rural, and people who wish to

subdivide apply to the Town Planning Board for permission, it cannot be granted. There is no delay about it; it is the law.

The Hon. F. R. H. Lavery: I think Mr. Watson will agree that we are concerned about the interim development order.

The Hon. L. A. LOGAN: If it is wrong it may have to be altered.

The Hon. F. R. H. Lavery: Then something should be done—

The PRESIDENT: Order! The hon. member was not interrupted when he spoke.

The Hon. L. A. LOGAN: The order is made in an attempt to hold the eventual plan in some semblance of order until a town planning authority is set up to implement the plan. If you get away from the interim development order you might as well forget the plan. I appreciate the hardship of many people who own land in rural areas; and who cannot subdivide because of the interim development order. It is not the fault of the town planning authorities. I have tried to find a way to relieve these people.

Unfortunately the Taxation Department—it is a Federal Department and outside our control—is valuing these properties on the same basis as those adjoining, which can be subdivided. Why that is so I do not know, but it is being done. The stage has been reached where a man in a rural area is paying rates on a valuation equal to that of the land alongside—

*Mr. Strickland drew attention to the state of the House.*

*Bells rung and a quorum formed.*

The Hon. L. A. LOGAN: I thank Mr. Strickland for calling attention to the State of the House; I had not noticed it. I was referring to the worry I experienced when I found so many individuals suffering financial difficulties due to town planning problems.

One man has asked permission to subdivide some of his land into quarter-acre blocks. His present valuation is £60 per acre, in what is zoned under the interim development order as a rural area. His limitation in regard to subdivision is five acres, and no-one could make a living on five acres there. When one realises that the local authority's rates are one shilling in the pound overall, he is paying £3 per acre in rates alone for a grazing property. How he can continue to do that, I do not know.

I am in the position of having signed a zoning order for this authority only a fortnight ago, and, because of the amount of urban land within that plan, nothing can be done. It is the Darling Range area. There is an area around Forrestfield set aside as urban; one also at Maida Vale, and another around the Kalamunda town site; and because of the quantity of land there available for subdivision the rest is

classified as rural. As Minister, I cannot sign the plan one week and the next week give this man the right to subdivide. It would be too silly for any Minister to do that.

The Hon. F. J. S. Wise: There will be a lot of pressure on you to do it.

The Hon. L. A. LOGAN: It is already on, and I feel sorry for this man. But what can I do? I have suggested to the local authority concerned that instead of having the full valuation of the taxation Department they should reduce it to only 25 per cent. Until such time as I can find a better answer to the problem I think that is the right approach. I have also told the Cockburn Road Board the same thing in regard to their problems. They have a difficulty with the five acres for market gardens, which Mr. Davies mentioned. Nobody knows better than I do what Mr. Davies thinks about this, and I have a lot of sympathy for him. But if I start chopping up the Cockburn Road Board area into 2½-acre lots I will have to do the same thing elsewhere. In the Spearwood area a man could make a living on 2½ acres but it could not be done anywhere else. There is a big difficulty in trying to get uniformity in town planning.

The Hon. H. K. Watson: You could amend the Land Tax Act and provide for a sensible valuation.

The Hon. L. A. LOGAN: At the moment valuations are made by the Federal Taxation officers.

The Hon. H. K. Watson: But they have to obey the State Land Tax Act.

The Hon. L. A. LOGAN: If we could make them adopt a sensible valuation it would be one way of overcoming the problem. Mr. Davies also mentioned the Fremantle bridge. At this stage I do not intend to have any argument about that. Speaking as a Minister, I believe that the right decision has been made; and this was not the first time that a Government decided to go upstream. A boring plant was taking soundings alongside the traffic bridge in preparation for the new railway bridge at one stage, and that indicated that a decision had been made to site the bridge near the present traffic bridge.

The Hon. H. C. Strickland: It has gone backwards and forwards two or three times.

The Hon. L. A. LOGAN: Mr. Strickland knows that soundings were being taken, and it was not until Mr. Tonkin sent back an urgent message from overseas that the decision was altered and the Government decided to go downstream again. When we look at the overall picture—and possibly it is a narrow view to take—I should say that for the foreseeable future this is the right decision.

The Hon. F. R. H. Lavery: What will happen when you get a harbour full of ships and they drop one atomic bomb on it?

The PRESIDENT: This is not question time.

The Hon. L. A. LOGAN: Mr. Lavery thinks that something ought to be done about Cockburn Sound. Had it been possible to build a new wheat silo down there, so that we could eventually have shifted everything to do with the coarse grain facilities to Cockburn, I think it would have been better to develop the harbour there. Unfortunately we have a problem with it.

The Hon. F. R. H. Lavery: And the individual goes by the board.

The Hon. L. A. LOGAN: If we want extensions made to the Fremantle Harbour, the cheapest thing to do is to build five upstream berths. To build a safe harbour at Cockburn would cost a lot of money—something we do not have at the moment. Cockburn is not a safe harbour.

The Hon. H. C. Strickland: There were terrific winds the other night and two tankers were there.

The Hon. L. A. LOGAN: Tankers have been damaged—not the other night but last year.

The Hon. H. C. Strickland: And there is a steel boat at the other jetty.

The Hon. L. A. LOGAN: I know from information supplied to me that they are not too happy about it.

The Hon. F. R. H. Lavery: I know that every pilot there is happy.

The Hon. L. A. LOGAN: Unfortunately I believe that the work force have told the engineers that they do not want to go to Cockburn to work. I think that probably had something to do with the engineers' decision to build where they did.

The Hon. F. R. H. Lavery: You mean the waterside workers?

The Hon. L. A. LOGAN: Yes.

The Hon. F. R. H. Lavery: I do not think that is right.

The Hon. L. A. LOGAN: As regards Mr. Lavery's comments on Kwinana, I would advise him that this Government would welcome any industry which wanted to go to Kwinana; but I believe the McLarty-Watts Government made a bad mistake by giving too much of the waterfront to B.P.

The Hon. F. J. S. Wise: They gave a lot too much to B.P.

The Hon. L. A. LOGAN: Not too much land but too much of the waterfront, and the difficulty is that any industry which goes there, and wants an entrance to the sea, has difficulty in getting it because there is not much frontage left.

The Hon. H. C. Strickland: They led us by the nose thoroughly.

The Hon. L. A. LOGAN: I do not say that, but I think the then Government made a mistake in that respect.

The Hon. H. C. Strickland: They told us that there would be millions down there within a few years.

The Hon. L. A. LOGAN: They spent quite a lot over a long period. The trouble was that many people left their jobs in the country—jobs which some of them had had for 10 or 15 years—and uprooted their wives and families and took jobs at Kwinana. Three years afterwards they had to go back and try to find other employment.

The Hon. H. C. Strickland: Because of the boost the Government at that time gave it.

The Hon. L. A. LOGAN: All these sorts of things get a boost. Look at the oil strike at Rough Range. People mortgaged their houses and sold their motor-cars to buy oil shares, and then the market collapsed.

The Hon. E. M. Davies: Not me. I like the dinkum oil.

The Hon. L. A. LOGAN: I was not one of those who fell for it but too many people did. Mr. Lavery also mentioned the closed reform school at Caversham; and he said that he was rather alarmed at the Child Welfare Department putting a trained staff on to the job. He is worried about the type of institution it will become.

The Hon. F. R. H. Lavery: My word he is.

The Hon. L. A. LOGAN: Let me tell the hon. member that this home was built for a purpose—for a certain type of boy.

The Hon. F. R. H. Lavery: It was not built for the cat o' nine tails.

The Hon. L. A. LOGAN: As far as I am concerned I would be quite happy if no boy ever went to Caversham. The £195,000 home could stand there and never be used for all I care about it. That would be a benefit to the State because it would mean that child delinquency had been overcome. This home has been built for the purpose of taking boys who cannot be fitted in anywhere else. They will not stop at Stoneville, and there is nowhere else, except Fremantle, to send them; and we do not want to send them there.

The Hon. E. M. Davies: You would not like to put them there!

The Hon. L. A. LOGAN: No. Every care will be taken to see that they are trained to fit them into a job when they leave.

The Hon. F. R. H. Lavery: I said, a trained supervisor.

The Hon. L. A. LOGAN: I do not know anything about the supervisor. Probably Mr. Hitchins of the Child Welfare Department will take control of it. However, I do know that it was necessary to get trained staff for that institution; and it was necessary to train the staff before it opened. This was not done during my term of office; it was done when Mr. Wise was there, and

applications were called for this job. These boys are now being trained in their own homes. They are working at the moment and are attending night school, training for the job they will have to do when the institution is ready. But, as I said, I hope it is never used.

I have endeavoured to find ways and means of overcoming this problem. I have attended Y.M.C.A. functions and that organisation is doing a wonderful job. I went to a dinner given by the Baptist Union at Government House ballroom the other night. There were 550 people at that function and the majority of them were youths. I have visited similar organisations who are trying to cater for our youths. But it is only society which can overcome the problem; until society is prepared to do something about it and get our young people off the streets, this problem will be with us.

The President of the Y.M.C.A. said that a survey had been made of the whole of the area on the other side of the river and there were 6,000 boys, between the ages of 10 and 24 years who belonged to no organisation or institution, not even a sporting team. It is a rather frightening situation to think we have so many boys who cannot fit themselves into some part of society so that they can fill in their leisure hours. In my opinion it is a challenge to society to see whether something can be done about it.

The Hon. R. Thompson: Those boys might be the studying type.

The Hon. L. A. LOGAN: Yes. As regards the Motor Vehicle Insurance Trust, an amending Bill will be brought down. Mention was also made about the long-term payments of debts. I will check up on that and see what can be done.

The Hon. A. R. Jones: What about my bus smoke?

The Hon. L. A. LOGAN: I appreciate the fact that the hon. member has reminded me of it, because I can assure him that I fully agree with him. It is terrible to be driving along a road behind a diesel truck; one gets nothing but a greasy, silmy smoke which covers the windscreen, and if there is any misty rain about, and one turns on the wipers, the windscreen becomes so dirty that it is impossible to see through it. I would say that diesel fumes are creating much of the smog atmosphere we have in the city, and something will have to be done about it. Probably the answer will be to have the exhausts put above the cabin of the trucks so that the fumes do not worry other drivers.

The Hon. G. C. MacKinnon: Proper servicing should be given.

The Hon. L. A. LOGAN: Yes. Diesel trucks in that condition are a nuisance and something should be done about them. Once again I thank members for their

congratulations; and although I have not covered everything that has been said, members will have an opportunity of discussing many matters when Bills are brought down during the session. I support the motion.

*Sitting suspended from 9.45 to 10.2 p.m.*

**THE HON. G. E. JEFFERY** (Suburban) [10.2]: I rise to support the motion for the adoption of the Address-in-reply. In doing so I would firstly like to congratulate the two Ministers on their elevation to the front bench and reassure them—as my Leader has said—that I will do my best to provide a vigilant and vigorous opposition. I hope to do the same as a first class fighter, in that I will hit hard and hit often. However, I hope that we have clean fighting.

I would like to congratulate Mr. Thompson on his election to this House. Like every other member I regret the circumstances that prompted that election. His predecessor, the late Gilbert Fraser, whom he knew as well as I did, was one of the whitest men it was ever my privilege to know. Knowing his background and the compassion he had for everyone else—he was a man everyone loved—I am sure that we are the poorer for his passing. I hope that Mr. Thompson will remain a member of this House as long as he wishes and that, at the conclusion of his political career, he will be looked upon with the same affection as his predecessor.

My next remarks are directed to yourself, Mr. President. I have read, and all members know, that this will be the last session of Parliament at which you will preside as President of the Legislative Council. We know you are going to retire, and we hope you will have many years in which to enjoy your retirement. I might make the suggestion to you that during your retirement you put your memoirs on paper, although I know you are modest. There are also other people in this House and in another place whose memoirs would cover important events connected with the history of the State. I look around and on my left see Mr. Watson who could well tell a good story and make a contribution to history in regard to the secession movement.

The Hon. E. M. Davies: Are we going to secede from the Commonwealth?

The Hon. G. E. JEFFERY: There is also Mr. Wise, an ex-Premier and Administrator of the Northern Territory in this Chamber. With your long experience—you have seen good and bad times in the State of Western Australia and you were, Mr. President, deputy to a distinguished Premier, Sir James Mitchell—I suggest that many of the things you could write would, in the years to come, form part of the history of Western Australia. I hope you follow my suggestion. I am

quite sure that in this community there must be writers who would assist you to prepare and put your memoirs on paper. I think it is important that these things be done. It will be similar to what was done by Samuel Pepys with his *Diary* and William Cobbett with his *Rural Rides*, and people of that kind who made an important contribution to the social history we have taught in our schools. I hope you will see that some of your memoirs are put on paper.

I want to congratulate two members in another place, Mr. Norton and Mr. Rhatigan on their election as delegates representing this State at the Commonwealth Parliamentary conference which is to be held in the Eastern States in November of this year. I think it is fitting that two members representing the North-West should be selected. I am sure that, mingling with the distinguished Parliamentarians from all corners of the British Commonwealth who will be there, they will be able to publicise the North-West of this State as well as the south. They have a long personal experience of the North, one being a genuine son of it. I refer to Mr. Rhatigan. I am sure they will do a lot of good for the State. Their knowledge of the North is in contrast with that of the Cook's tourists who go there one week and come back the next and presume to be "full bottles" on the North.

Turning to more mundane matters, the people I represent in this Parliament are desirous of many things. It is not my intention to speak about all of them, but to point out some major issues. My colleagues in this House are equally aware of the necessity and demand for these projects. I wish to bring forward the subject of public hospitals. Dr. Hislop spoke the other evening of the need for a public hospital on the south side of the river. As one of the political representatives of the south side of the river I can only reiterate his comments and press the Government to proceed with the construction of a hospital on the site set aside on the south-east corner of the Collier pine plantation.

I know that all members are aware of the terrific influx of people since the war and of the great pressure which has been put upon Royal Perth Hospital. There is need to provide a 100-bed hospital which I think is justified. That would be much better than what applies at present for those people who have members of their families in hospital, as they have to come to the city.

The same thing applies in the Swan districts area at Midland Junction. There is a Swan districts maternity hospital serving the eastern suburbs. The original plan was for a maternity wing; and in the ultimate a 200-bed hospital is to be built there. I am not suggesting that the Government should proceed immediately with

the building of a 200-bed hospital, but I am suggesting that early consideration be given to the building of a general wing comprising at least 50 beds. The departmental officers would have a better appreciation of the needs of the district than I have as a layman.

Another subject about which I wish to speak is in regard to Olympic pools. I am well aware of the fact that at the present moment the State Government does assist people in the rural areas with the construction of Olympic pools. I also agree that the Government gives assistance in this matter because of the disadvantages associated with living in the country.

I submit that the Government should give consideration to subsidising the building of Olympic pools in the metropolitan area; although perhaps not to the same generous extent as obtains in country districts. In that way it would show some appreciation of the work being done by voluntary bodies. It could be done along the lines of the subsidies at present given to encourage parents and citizens' associations to proceed with their excellent work.

I am very pleased at the progress in the construction of the Narrows Bridge. There were some people in my electorate—Jeremiahs—who, when that project was mentioned, forecast all sorts of dismal things but, in the light of subsequent events, I am convinced that the Narrows Bridge will prove a boon to the metropolitan area; and particularly to the people living on the southern side of the river. With the erection of the proposed £1,000,000-hotel south of the river, the Narrows Bridge will have a wonderful influence on the development of the southern suburbs.

The Hon. F. J. S. Wise: With the change of Government the Narrows Bridge has become almost an aesthetic thing.

The Hon. G. E. JEFFERY: It is something that was talked about for 60 years; and it was a Labour Government that eventually had the courage to proceed with the project. It is ironical that *The West Australian*, in its adoration of the present Government, gave more publicity to the change in name of the bridge than to the erection of the structure. In view of the response to the change of name of that bridge, I believe the Minister for Education intends to change the name of the Midland Junction High School and call it the Governor Stirling Senior High School. He asked the people concerned to be secretive about it; and said that he would make the announcement at the opening of the school. That was the worst thing he could have done for, immediately, the dogs in the district started to bark it.

I wish to place on record my appreciation of what is being done at the Midland Junction High School and at other high schools. I know more about the Midland

Junction High School, as I am closely associated with it; and I refer to the work of the school canteen where, every day, some 15 mothers proceed, as volunteer workers, to prepare lunches and so on; the profits of the venture being ploughed back into the school, with the result that the high school today has a magnificent library.

Another thing which is pleasing to note is that the high school has purchased a rowing eight, as have other high schools; and no doubt in the future we will have, among the senior high schools, a head of the river, just as the so-called public schools have. The true spirit of sportsmanship which exists at the Guildford Grammar School, which adjoins the Midland Junction High School, has resulted in the rendering of a great deal of assistance, such as the storing of the eight until the high school can erect its own boatshed.

Another question to which the Government should give consideration is the care of the teeth of students in high schools. I am aware of what is being done in the primary schools but I believe that, in every high school, it would pay the Government to set aside a small room to act as a dentist's surgery; and the senior students, who are often about 19 years of age, could then have their teeth inspected regularly. Following such an examination they could be supplied with a card suggesting the treatment required; and could then have the necessary work done by their private practitioner. The cost of providing that service would be more than compensated by the reduced use of hospitals and so on for illnesses brought about by dental trouble.

I have heard a lot of talk about the Swan River and have read recently in the Press that it is now only a large industrial drain; and that we should not swim in it, and so on. I believe that over a period of time the Swan River will become cleaner; and I think it enjoys a much worse reputation than it deserves. I believe the Swan River is much cleaner than the public are led to believe; and I am convinced that the new organisation being set up will attend to any pollution.

I may seem to be taking a longsighted view; but I believe that an area on both banks of the Swan River, as far up as the Middle Swan bridge, should be acquired—where it is not already in the hands of local governing bodies or the Government—with the intention of providing scenic drives and other attractions, such as are found, for instance, along the Torrens River in Adelaide. To set aside some of that land now, so that expensive structures will not be built on it, would be an intelligent approach and, although it might be costly, it would be much cheaper to do that now than to talk about it for many years and then have to resume the land.

If this suggestion were followed it would be a wonderful attraction to this State. I think we tend at present to have an inferiority complex and to play down some of our best natural assets. I was pleased to see, in answer to a question in another place, information given to the effect that materials have been put on the site to proceed with the widening of the traffic bridge over the river between Guildford and Bassendean. I think every member of this House has been over that bridge and will realise the dangers associated with the crossing at present.

I am glad to see that it is anticipated that in 1961, or earlier, work will be proceeded with in widening the traffic bridge over the Helena River at South Guildford. I hope the Government will also go ahead with widening the Garrett Road bridge. The widening of those three bridges will make a great contribution to traffic safety in the metropolitan area.

One thing that the Hawke Government did was to leave a memorial to itself in the form of the drainage work done in the Canning Road Board area some time ago; and in the Belmont Park Road Board area at East Belmont and Cloverdale. Parts of those areas were under feet of water this time last year and, even allowing for the dry winter we have experienced, they have benefited greatly from the drainage work carried out; and the people there are very pleased with what has been done. I hope the present Government will continue with those projects and finish them.

I am pleased to see the awakening of the public conscience to the plight of our old people. The Press has done a good deal in this direction; and today the public are more conscious of their responsibility to the aged. I believe that in the past most people did not know the truth, and the fact that they did not know the truth was the reason why there was so much neglect. I wish here to refer to the work of the Pollard convalescent hospital in Guildford for women pensioners. Although it is only a small institution; it is very worthwhile and one which members should visit. They would be very pleased with what is being done there; and the matron would be only too willing to show them all there is to be seen. It would give members a lead as to what goes on in the community in regard to things that are not always publicised.

This hospital has been open for approximately five years now; and it caters for aged women who, following surgery or illness, can spend a period of two or three months convalescence there before proceeding to their homes. I pay tribute to the previous Government for what it did; and no doubt the present Government will continue subsidising this place. The pensioner pays £2 12s. 6d. per week out of her pension; and I think anyone who has been there would speak at least as glowingly of it as I do.

I am informed that the Mt. Henry Home has beds for 369 aged women; and Woodbridge, beds for 65. I am pleased to see that the Government is proceeding with certain alterations; and it looks as though a number of aged women will also be provided for in the Wooroloo premises.

In answer to my question it was said that there were 47 urgent cases either being maintained in private homes or in hospitals. I cannot speak too feelingly of the tragic circumstances that obtain in some of these urgent cases. I know, from personal experience, of an old lady of 84 or 85 years of age who had become completely senile. Her son and his wife had a 24-hour job looking after the old lady. The son worked in the Midland Junction Workshops and instead of coming home at night and going to bed, he or his wife had to spend the night looking after the old lady. She had reached the stage where she would tear up the bedding.

I made representations to have her placed in the old women's home but they could not place her there because there was no accommodation for her. I do not know whether it was a blessing in disguise—it certainly was from the son and the daughter-in-law's point of view—but she reached the stage where she was admitted to Heathcote.

There are hundreds of old ladies who are living in back rooms throughout the city. I realise that this is a legacy we have had for a number of years. I am not slating the present Government but am merely pointing out the situation. It existed during the term of the last Government and it is still with us at the moment. I believe that if the Mt. Henry Home had not been so lavishly equipped the same sum of money would have provided a lot more accommodation for elderly ladies. I will admit that the third-class hospitals have gobbled up a few of them, but there are many who should be in institutions. They are physically well and they are not able to go into one of the medical wards in the old ladies' home. But they are old—I have in mind those of 75 to 80 years—and they should be in institutions and would love to be there. They are entitled to be looked after instead of having to try to eke out an existence in a room somewhere, and do their own domestic chores.

I think the Government should have a look at the position—I am sure it will—so that further accommodation can be provided. I feel that I might be taking an advantage of the Minister, but I did intend to speak on the crosswalk regulation and I was not sure, when he spoke tonight, in what category he was speaking, because he changed his coat so often. He spoke as a private member on one occasion and as a Minister on another.

The Hon. L. A. Logan: As a Minister on that occasion.

The Hon. G. E. JEFFERY: What in theory appeared to be a very good move, and what was done in all good faith has, to my mind, turned out in practice to be a complete failure. I think the Minister would have been well advised not to have made any comment in Parliament, but having observed the complete chaos that now exists, he should of his own volition have withdrawn the regulation. The position is not so apparent in the City of Perth as it is in the suburban areas, because in the city there are certain policemen on duty all the time and they can do something about the city crosswalks. I am of the opinion that in the suburbs it would be better to paint the crosswalks right out and have none at all, than to have people using them under a false sense of security. I would like to read a small quotation from the *News Circular* of the National Safety Council. It is in the July issue and it will show members exactly what the council had to say about it. This is an official publication and members will be able to hear what the council said.

The Hon. F. J. S. Wise: It will be a relief for *Hansard* for you to read something.

The Hon. G. E. JEFFERY: It is not a long quotation. It reads—

The National Safety Council of Western Australia believes that the widest publicity should be given to the fact that a pedestrian has absolute priority on a pedestrian crossing. The driver of a vehicle approaching or driving on a pedestrian crossing must give way if there is any possibility that by proceeding he may place a pedestrian in a dangerous situation.

The former pedestrian crossing regulation was as unrealistic as it was unworkable. The new regulation, while retaining the essential priority for pedestrians, allows a common sense practical application of the regulation.

The National Safety Council advocates that conviction for a breach of the pedestrian crossing regulation should bring with it the heaviest penalties possible against the offender.

The Hon. L. A. Logan: That is exactly what I said.

The Hon. G. E. JEFFERY: I know you did. It reads very well, but in actual fact it is a complete failure.

The Hon. L. A. Logan: No.

The Hon. G. E. JEFFERY: This morning I spent approximately half an hour watching the crosswalk in the middle of the Horseshoe Bridge, and I suggest to the Minister that any day he has half an hour to spend in the sunshine—

The Hon. L. A. Logan: I haven't half an hour to spare.



The Hon. G. E. JEFFERY: Five minutes would do. That would convince him of the truth of the statement I am making. There is also a crosswalk outside the Bassendean railway station. I will agree that it is in a bad position, but what happens today is that from a range of 30 yards, the motorist, if he is courteous, honks his horn and proceeds to go straight through any pedestrians who are there. Nearly every morning we see reference in the Press to school children being knocked down on crosswalks because of this false sense of security.

The Hon. A. F. Griffith: Not every morning!

The Hon. G. E. JEFFERY: Either the Minister is too busy to read *The West Australian*, or, perhaps, like me, he does not believe what he reads in it. I would now like to discuss the question of the suburban railways. This is something which is causing a lot of discussion but I suggest to the Government that it leave the matter well alone. We should not mess around with the suburban service; we should maintain what we have.

Much has been said about the fact that the railway losses are £5,000,000 per annum, and that £1,000,000 of this sum is from the suburban service. If we agree on the figures—and some railwaymen have very grave doubts about how the £1,000,000 is arrived at—let us look at the position as it affects the State. According to *The West Australian* of the 9th April, the State's population is 705,600 people, of whom 383,000 live in the metropolitan area. I suggest that one-fifth of the railway losses are brought about because the railways are serving the needs of over half the State's population, and the Government would be well advised to leave the position as it is.

I would now like to discuss the Midland Junction Workshops and the letting of a contract. I asked a question about the letting of the contract for 200 KA wagons, and I am satisfied that all the information which could have been given was not given. I wanted to know the tender prices and the estimate of the railway workshops. The answer was that it was not policy to disclose either of the answers that I required. I suggest to the Government that it could disclose the information I asked for, and I see no reason why it should not be given. The Government disclosed the various tenders submitted for the R. & I. Bank, and on this occasion the Government could have supplied the tenders submitted by the three companies concerned, and also the departmental estimate.

The Hon. A. F. Griffith: If we supplied the departmental estimate, would it not give a lead to the people who were going to tender?

The Hon. G. E. JEFFERY: I can see the Minister's point, and I can appreciate it, but now that the tender has been let to the successful tenderer I see no reason why the three tenders received from the private companies should not be disclosed, as well as the departmental estimate.

The Hon. A. F. Griffith: It would still give them a lead for any other time.

The Hon. G. E. JEFFERY: If the Government is to be believed, I do not think the departmental estimate need even be arrived at, because it would be a waste of time. If the department is not to be given work, obviously the companies who will tender for it will submit the prices that suit them best. I suggest to the Minister that what could happen is that two companies who intended to tender for the work could get together and decide to put in a big price, and whoever got the job would split it with the other firm.

The Hon. F. J. S. Wise: Do you suspect that the department's tender was the lowest?

The Hon. G. E. JEFFERY: I do, and I think that in the light of my question the information should be provided.

The Hon. H. C. Strickland: It is public money that is being spent.

The Hon. A. F. Griffith: I understand you can go to the Tender Board and see tenders at any time.

The Hon. G. E. JEFFERY: The figures were given on the R. & I. Bank job.

The Hon. A. R. Jones: Get on with your speech.

The Hon. G. E. JEFFERY: They should be given on this occasion. Much has been said about railway expenditure, and about what should be done, and also about what the previous Government did. That Government did a good job, and many of those who were critical of it are today changing their tune.

I am quite happy about what happened, but I am sure it will not be long before many who did not agree with me when Labour was in office will change their opinion. I was amazed at one member of this House submitting a plea on behalf of the members of the Police Force because they will lose overtime rates of pay as a result of their working hours being reduced. Any submission for a decrease in working hours is put forward with the intention that the worker shall have more leisure. It is a sorry state of affairs when a worker, in any sphere, has to depend on the payment of overtime so that he may meet his every-day living commitments.

I could not but help compare the attitude of that hon. member in complaining about the plight of members of the Police Force to the complete lack of concern shown by several members towards the dismissal of several Public Works Department men only recently.

I agree with Mr. Murray on his comments about the appointment of a Royal Commission into betting and racing matters when he said that the Government itself should tackle this problem. Unlike many others, I am not upset about the comments made by certain individuals, but I am upset when those people who hold a responsible position in the community make comments which, to my mind, ill become them. I refer to the comments made in the column of *The West Australian* newspaper. I believe that some of those people who made certain remarks about one of the local racecourses should have had a higher sense of duty, but I also believe that *The West Australian* should have shown a higher sense of duty than it has in printing the remarks that it published in its column. I refer to a leading article which appeared in an issue of that newspaper on the 10th March, 1959. The report concerns the comments made by Mr. Byfield, a former Under Treasurer and Commissioner of Stamps, and Mr. Andersen, a former Commissioner of Police, when they gave evidence before an inquiry that was held recently in the Eastern States. The following is taken from the latter part of that leading article—

There are disagreeable rumours in circulation, and disgruntled people about who are prepared to air their grievances privately and would presumably go with evidence to a Royal Commissioner. The inquiry should cover the operations of the bookies, the circumstances in which individuals were chosen for betting shop licences and all related matters including the preparation of the Betting Control Act.

#### Inquiry Promised

The Liberal Party has undertaken to investigate S.P. betting and in view of the present uneasy situation any Government elected on March 21 should do it. The Government's attempt to brush off the issue as a minor one will serve only to increase public uneasiness and suspicion, for it cannot be denied that, in marked contrast to many other industries, the S.P. betting business has been consistently and stubbornly favoured by Mr. Hawke and his men since 1955.

It is fitting, not knowing that I was going to speak on this matter tonight and not knowing that the Minister was to speak on it, that this article should now proceed to go in an appropriate place. I was extremely interested to hear that the Commissioner is to be paid 36 guineas a day. He must be the lowest paid man appearing at the inquiry, and whilst he is given the task of investigating matters concerning horsemeat he should be given the job of inquiring into the supply of meat for the peoples needs. The present inquiry,

to my mind, is a complete waste of public funds and will go down in history as a bean feast for barristers.

The reason I raised the question of the supply of meat is because I wish to quote an article that appeared in *The Farmers' Weekly*. This newspaper is the official organ of the Farmers' Union and is, also, among other things, the official organ of the W.A. Sheep Dog Association and the W.A. Branch of the Goat Breeders' Society. An article appearing in an issue of that paper on Thursday, the 30th April, 1959, and the heading over it is as follows:—

#### No Inquiry Into Meat Prices

I am not acquainted with the meat trade but many members of this Chamber are, and I would like them to listen very closely to the following comments. Portion of this article reads as follows:—

The Farmers' Union Meat Section Executive last week found a motion from the Meat Conference impossible to implement.

The motion was as follows: "The Meat Conference requests that an inquiry be made into meat prices received by producer and price to the consumer and full results be published in the Press."

An amendment was moved that an approach be made to the Minister for Agriculture to form a select committee to go into the matter. The amendment was lost.

Mr. W. Burgess (Avon) said the Executive was "treading on dangerous ground" with the motion.

"The more you let the public know in regard to these prices the more you will suffer," he said.

"When you start agitating the people they will see there is something wrong and stop buying," he said. It was decided that the motion would not be possible to implement.

I suggest that this Royal Commissioner should inquire into the supply of meat whilst he is engaged on the present inquiry concerning horse flesh. There is no doubt that there is quite a difference between the return obtained by the producer and the price paid by the housewife for meat. Closely connected with this problem is the question of the unfair trading legislation. All I can suggest is that those members who supported that legislation were much closer to the hearts of their constituents than those who opposed it. The following

is an extract taken from an issue of *The Farmers' Weekly* dated Thursday, the 21st May, 1959—

#### Union View on Unfair Trading Legislation

"The Farmers' Union is keenly interested in the proposed action by the Government in regard to unfair trading legislation," said the general president of the Farmers' Union (Mr. Grant McDonald) yesterday.

Mr. McDonald said he had no doubt as to the necessity for some amendments to the present Act, but he believed a complete withdrawal from the field of control of trading would not be in the best interests of the State generally.

"Although not apparent to the general public, the operations of the present Act have conferred benefits which ultimately must play an important part in reducing costs and thus help to foster Australia's important primary industries."

There is much more that could be quoted, but I will leave it at that. The article goes on to deal with the manufacturers' denial and the President's reply and, quite frankly, I am on the President's side; and I am not a member of the Farmers' Union, or of the Working Sheep Dog Association, or the Goat Breeders' Society.

I now come to the last election campaign. When one considers the forces that were lined up against the party to which I belong, one must pay a compliment to the basic intelligence of the people of Western Australia for the way they cast their votes. When it is considered that the Government could win only 24 seats with the help of the Liberal Party, the Country Party, the D.L.P., *The West Australian*, the W.A. Trade Bureau and other such organisations that I could not mention in this Chamber, it is a tribute to the common-sense of the people of this State that they cast their votes to enable the Labour Party to retain 24 seats of a total of 50. There still remains the hope that democracy will ultimately work.

The only feature that frightened me was the complete bias of the daily newspaper. It is amazing that so many intelligent people have confidence in and believe what is published in *The West Australian*. Apparently there are many who still believe that it is an independent journal, favouring in its columns neither one political party nor the other whilst expressing its opinion on various matters. It is a wonderful instrument, I admit. It is the instrument and the propaganda machine of the Liberal Party of Western Australia. In fact, I am envious that it is not the propaganda machine of the party to which I belong.

The Hon. A. F. Griffith: Your party bought enough space in it with Government funds.

The Hon. G. E. JEFFERY: I have no reason to kick. I am just as good a loser as I am a winner. The Labour Party bought a lot of space and the Liberal Party bought quite a deal, too. But it was not the space that either bought that concerned me, but the amount of assistance that was given to the Liberal Party by the editorial staff of *The West Australian* newspaper.

I now wish to quote what was in an advertisement that did not appear in *The West Australian*. This one appeared in a little publication called the *South Perth District News*. I think it must be an official organ of the Liberal Party also, because I have attended numerous functions in my province in my capacity as parliamentary representative, but never yet have I got a mention in this newspaper as having been present at these local functions. Its representative or reporter, apparently suffers from shortsightedness and does not see me; or he suffers from lapses of memory.

On every occasion Labour members attend public functions there is no mention of the fact, but if any Liberals happen to be present one would think the King of Egypt had arrived.

The Hon. G. C. MacKinnon: The King of Egypt doesn't live in Egypt any more.

The Hon. G. E. Jeffery: I am aware of the fact that the King of Egypt is no longer in Egypt, but in his own mind he still considers himself to be king. I will now quote from the *South Perth District News* dated the 19th March. I might say at the outset that I am not criticising the individual, because he has not the right of reply. I am criticising the party to which he belongs. I quote—

George Strickland for South Perth. The team man is the only man who can give the district effective representation. Independents can do little more than ask questions. There is a job to be done. Strickland can do it. Whatever your problem or your politics it will pay you to vote for the man who will have a say in the Government.

It is amazing to think that the same gentleman who beat Mr. Strickland can make or break the Government; just as can the member for Mt. Lawley, who scraped in by the skin of his teeth. I can see the day arriving when the Liberal Party will emulate the boa constrictor, and swallow the Country Party. By that I do not mean that the Minister for Mines will eat the Minister for Local Government, but the Liberal Party will consume the Country Party.

The Hon. G. C. MacKinnon: No one would want to eat Roche!

The Hon. G. E. JEFFERY: They would probably have great difficulty in swallowing the Country Party, particularly if its members were wearing their agricultural boots at the time. To my way of thinking there are three essentials in any democracy. The first of these is an elected Government, the second, trial by jury, and the third, freedom of the Press. On this occasion I think the freedom of the Press was strained very greatly; and I hope the day is not far distant when Western Australia will have sufficient population to justify the establishment of a second newspaper, because this would give us a higher standard in the presentation of news.

The thing that does count, however, is that now we have a Liberal-Country Party coalition Government, and I hope it will work for the benefit of the people of this State, and that it will succeed in its endeavours—despite the fact that I am not a member of either of those parties. I can only hope they will do the job much better than I think they will.

Recently I was asked how I thought they would get on. My mind flashed back to the time when they elected their Cabinet representatives. It took them as long to elect their Cabinet representatives as it takes some people to elect their religious leaders, or the head of their church—though I do not know whether the Government parties had smoke signals coming out of the chimneys at Parliament House! It is generally thought that they will destroy themselves, but I feel that, like an unhappily married couple, they will quarrel but continue to sleep together.

It gives me great pleasure to support the motion. I trust the Government will give attention to those matters that concern the Suburban Province, and that, on occasions, it will find it possible to meet some of my requirements. I realise that each and every member in the House is equally anxious to obtain all he can for his province, but I hope that some of the proposals I have submitted will come to fruition, and I commend them to the Government. I have much pleasure in supporting the motion for the adoption of the Address-in-reply.

On motion by the Hon. F. D. Willmott, debate adjourned.

#### ADJOURNMENT—SPECIAL

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines): I move—

That the House at its rising adjourn till Tuesday, the 4th August.

Question put and passed.

*House adjourned at 10.45 p.m.*

## Legislative Assembly

Wednesday, the 29th July, 1959

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