

and they are still being made by the missionaries at Cundeelee. Each time they go out they bring in a number of natives from that area.

One of the significant things about the address given to us by the member for the South-East Province was that the adult natives were not in an emaciated condition, as the season had apparently been a good one. The adults were in good condition, but this did not apply to the children. After the members of this expedition left the Trans.-line, they apparently provided water every 12 or 15 miles, together with a small amount of flour so that the natives they contacted could follow the route back to the Trans.-line. From there, they would be taken on the train to Cundeelee Mission. In other words, the natives had a walk of 250 miles from where they were contacted to the Trans.-line.

The member for the South-East Province, when telling us about this tonight, mentioned there was a great deal of wailing among the children when they got to the Trans.-line because they came from sandy country north of the Nullabor. In crossing the stony Nullabor their feet were cut to ribbons. This happened in the last few weeks; and it is happening now. These expeditions are going out and natives and little children of two, three, or four years of age are required to walk 250 miles, the last 100 miles or more being across the Nullabor.

And when they reach the line their feet are literally cut to ribbons. The hon. member representing the South-East Province disclosed that the condition of the children was such that, when the first party reached Cundeelee, two of the children died; and after the second trip other children died. It is an extraordinary thing that, in this year 1959, when an expedition goes out to a point only 250 miles north of the Trans.-line and contacts natives, among whom there are very small children, the natives are expected to walk back to the railway line. Surely that need not continue!

Apparently these expeditions are still going out and the natives are still being required to walk back that 250 miles. Surely, now that we know that at this moment children, so emaciated that they cannot survive the walk, are undertaking the trip, we could send a vehicle out to bring them in! It is not far east of that point that we have the Woomera Rocket Range, where there are thousands of vehicles any one of which, on a request being made to the Commonwealth Government, would surely be made available to bring these people back to the Trans.-line!

It is fantastic that we should still ask children to undertake that trip, with their feet cut to ribbons, when we know that some of them will die on the track, or afterwards. Yet this typical of our attitude towards the aborigines in Western

Australia. I understand that some action has been taken and that there is a move afoot to build a landing strip in that area. I hope that will be done; because then the Flying Doctor will be able to visit the area once or twice a year and treat natives who require treatment, or take them back to Kalgoorlie, should that be necessary.

The hon. member representing the South-East Province also pointed out that there is no permanent water supply in the area, so that would be a logical spot for the Government to put down a bore. This is a matter requiring urgent attention; because it is incredible that this sort of thing should be happening at the present day in Western Australia, particularly when so many instances of this kind have been brought to light in this House in the last few years.

The question of our treatment of the aborigines in this State requires a fundamental change of attitude on our part. It is a problem which can be likened to a huge edifice, the walls of which will crumble as soon as we bring to bear a Christian approach to all the issues that arise from day to day. A few days ago the Commonwealth Government apparently made sweeping changes in respect of the social service benefits available to natives. That action will have a tremendous effect and will probably halve the native problem in this State; but it seems to me that we, in this House, should go out of our way to make the Christian feelings which prompted the Commonwealth Government to grant those benefits but the dim red dawn of the better understanding which is so obviously required of us, as a Christian people in our relationship with the aborigines in Western Australia.

On motion by Mr. Nimmo, debate adjourned.

*House adjourned at 10.20 p.m.*

## Legislative Council

Thursday, the 23rd July, 1959

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The PRESIDENT took the Chair at 2.30 p.m., and read prayers.

## QUESTION ON NOTICE

### NAPIER BROOME BAY

#### *New Port*

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

Referring to my question of the 8th instant, concerning investigation of the Napier Broome Bay area, can the reply be interpreted to mean that this Government does not intend to have the investigation made during this year, despite the fact that the Commonwealth Government will provide the cost in full?

The Hon. A. F. GRIFFITH replied:

Investigation of this area depends on the availability of hydrographic surveyors, who are now engaged at Black Rocks, Derby, Broome, and the Ord River diversion dam.

## ADDRESS-IN-REPLY

### *Eighth Day*

Debate resumed from the previous day.

**THE HON. G. BENNETTS** (South-East) [2.40]: First of all I would like to congratulate the two Ministers in this House on their appointment. They are both young and are new to the ministerial ranks. I hope they will follow in the footsteps of their predecessors in the previous Government. Their predecessors have set a good foundation in the administration of their portfolios, and a good example for the two Ministers in this House to follow.

I want to congratulate the Hon. Mr. Thompson, the new member in this House. He is also a young man who possesses much energy. He appears to be quite capable of putting forward the needs of the people in his province. I congratulate him on being successful in the pre-selection ballot for the election which he has to contest in May next.

I, along with you, Mr. President, have seen many of the Governments which have held office in this State. I say, without fear of contradiction, that the Hawke Government during its six years of office was the most efficient this State has known. I do not say that merely because I am a member of the party of the previous Government. I would take that Government to task, the same as I would any other, if it had omitted to do any work which was vital in my province or in the State.

The record of the previous Government and the amount and variety of the work it performed during the last six years are amazing. That Government paid much attention to the necessity for establishing water supplies and reservoirs in many

parts of the State; it rendered assistance to local governing bodies in the construction of swimming pools which have proved to be so great an advantage to people living in remote districts.

The Kalgoorlie Municipal Council, of which I was a member, was the first to construct an Olympic swimming pool. Ever since, many other parts of the State have been jealous of this amenity in Kalgoorlie. Today we find that swimming pools have been built in many districts. One has recently been completed in Bruce Rock. As a result of financial assistance from the Government, and through public subscription, that centre now possesses a beautiful pool which is a credit to the district.

This pool has been the means of keeping many of the young people off the streets and helping them to grow up as healthy youngsters. At one time children in remote inland districts had no chance to learn to swim. The only facilities for learning were the dams or pools, and, in fact, wherever water could be found. The children would paddle in the water, but they could not be trained as swimmers.

Now we find that most of the children in these districts have become not only ordinary swimmers but—some of them—Olympic swimmers. At Merredin we have an outstanding pool, and good work was performed there on a voluntary basis. The people at Merredin often worked on the pool after they had finished their ordinary manual labour on the railways and other places. They did this in order to keep down the cost of the pool so that it would be within the reach of the amount they had to spend. The Government rendered financial assistance. Any Government in power, of course, would have done the same. I do not just say that the Hawke Government did this, but that any Government would have done it.

Norseman was not so lucky with respect to its swimming pool because that pool had to be financed without assistance from the Government. This has always stuck in the minds of the people there, because Norseman is the only district that did not receive financial assistance for the construction of a swimming pool. The Western Mining Corporation, being such a good concern, financed the construction of the pool, and built it for the benefit of the community. This same corporation also built homes for its workers. That is a step in the direction of keeping people in the town. It also assisted by giving a hospital to the district. The corporation provides the electric power to the hospital, and on receipt of payment for the electricity, the money is refunded to the hospital and is used to provide amenities. That is another fine gesture made by the Western Mining Corporation.

In looking back on the previous Government and the work it did, I wish to mention our good old friend, Mr.

Nulsen, who will be leaving Parliament at the end of his term. Mr. Nulsen has done a wonderful amount of good for the State. He was always on the ball attending to the requirements of the people, not only in his own district, but all over Western Australia. He rendered assistance up as far as Mt. Magnet, and to the Fremantle Hospital. Benefits were also received at Medina; the Mental Hospital at Claremont; the Royal Perth Hospital; aged homes; dental clinics; infant welfare clinics.

Others to receive assistance were people suffering from tuberculosis; old age and invalid pensioners; and spastic children. All these people and organisations were catered for by the Hawke Government—of which Mr. Nulsen was a Minister—through the Medical Department.

The Hon. F. J. S. Wise: Has Mr. Nulsen announced that that is his intention?

The Hon. G. BENNETTS: I do not know, but I think this may be his last term in the House. If he does decide to retire, a great man will be missed from the State Parliament. When we look at the calibre of the Ministers in the last Government—take the first six leading Ministers; Mr. Hawke, Mr. Tonkin, Mr. Graham, Mr. Nulsen and the two Ministers in this House—we find they were men with great knowledge and ability. The Ministers coming into the Cabinet of the new Government will, I hope, follow in the footsteps of the previous Ministers.

I wish to go on further and deal with the Minister for Works and what he did in regard to the Narrows Bridge. For many years this bridge had been required. The Minister was able to carry out the project, and now the bridge is there and it will be opened at an early date. The bridge will be a credit to the State.

I was annoyed over the amount of money that was to be spent on the building of this bridge in the metropolitan area, because I thought it would mean that the country districts would tend to be starved for money; and I say we cannot afford that. But the bridge is something that is necessary because of the traffic that comes into the city.

Rather similar circumstances to those which will apply to the opening of the Narrows Bridge, arose in connection with the Causeway. A Labour Government went out of office before the Causeway was completed, and when the new Government came in it had the pleasant duty of officially opening the Causeway. The same thing will happen with the Narrows Bridge. I hope the Government will—in fact I know it will—give credit where it is due.

Many works were carried out by Mr. Tonkin with his great knowledge of water supplies. In many parts of the district that I represent, we were perturbed about

water supplies, and we thought we should have quicker results in this regard. Some 12 months ago, I arranged, after many requests had been made to me by people from Bruce Rock, Narembeen, Southern Cross, Westonia and Merredin, to hold a conference to discuss the matter. I saw the Minister and I said, "I think it would be better if I arranged for a conference to be held at Merredin, and for you to attend so that the farmers can be there and make their requests to you personally." The Minister agreed. He attended the conference, and after he heard the requests of the farmers and spoke to the delegates who attended, they went away quite satisfied with his reply. He explained to these people that they were on high priorities for water; and he did allow them two concessions which were urgent. At the conclusion of the meeting, the people were satisfied that the Minister was doing his best and that the job he was carrying out was a satisfactory one.

There is no doubt that the previous Minister for Housing (Mr. Graham) did a wonderful job. Housing was one of the most important requirements to be dealt with in the State, because many people were living in flats and bad accommodation. In addition, young people were living, with their parents, in limited accommodation, and that was not a good thing. The housing position now is in a favourable condition, and I think the present Government will have an easy time in this regard.

As far as the Minister for Works is concerned, I might say that by the end of this year we expect to have bituminised roads in all parts of my district; so we will not be worrying him to do any bituminising, except for one section of 22 miles. When the Minister knows that this section will be of great value to the State, I do not think there will be any trouble in getting him to deal with it.

The Western Mining Corporation is now building huge motor trucks to convey the ore, which is of a low grade, from Marvel Loch to Bullfinch, a distance of about 45 to 47 miles. The ore has to be carted by these trucks to Bullfinch, to keep the mill going. Quite a big tonnage of ore has to be put through on account of the ore being of such a low grade. If we can get that small section of road bituminised, I think the members of the South-East Province will be satisfied that the present Government and the previous one will have done a wonderful job.

The other day I heard Mr. Teahan say that he wanted a road built to the North. I do not know how it is that we are getting so much attention in our district. Perhaps the members of the South-East Province have been on the Minister's back and have given him such good information that he has said, "Your case is a good one, and I will do something about it." I

think that Mr. Cunningham, who is on the opposite side of the House to me, will say that we are quite happy with what we have received in our district. We hope that the present Government will give us the same consideration as we have received in the past.

If you recall, Mr. President, last night, we were practically taken for a trip around the world. Dr. Hislop took us to America; Mr. Teahan took us to Laverton, Leonora and other places; Mrs. Hutchison mentioned the metropolitan area; Mr. Murray took us to the South-West; Mr. Thompson took us to Fremantle; and Mr. Wise took us to the North-West. I shall content myself by taking members to the South-East Province.

The Hon. W. R. Hall: What about looking for the lost tribe?

The Hon. G. BENNETTS: We shall come to that. We saw pictures last night showing where Mr. Cunningham had located the lost tribe. I want to say that last night I heard a lot of talk about delinquency and deserted wives. These are serious subjects, and the position is getting worse. Over the air today I heard—or I read in the Press—that the Commissioner of Police, in N.S.W., had made a startling report on the matter. He said that the trouble was getting worse, and it was never expected to be as bad as it is at present.

I know of six cases in Kalgoorlie, and the trouble is all caused by drink. The womenfolk go to these beer gardens and public lounges, and allow their children to roam the streets. Some of the families concerned live near me, and their troubles are caused by alcoholic fluid.

The Hon. F. J. S. Wise: Poison.

The Hon. G. BENNETTS: Yes. I am a teetotaler, but I am not a wowser. I can have a drink with the boys, and I do not think a glass of beer does anyone any harm, so long as the drinking is done in moderation. But for goodness sake do not let people neglect their wives and families! If they want a drink they should have one, and then go home and look after their children.

There are various organisations which are trying to look after the juveniles; I refer principally to the police boys' clubs. We have clubs in Kalgoorlie, Norseman and Esperance, and the police who run them are doing a wonderful job for the young people of the district. Any assistance that this Government can give to help the movement by supplying equipment or finance will be very much appreciated and will go a long way towards helping to overcome much of this child delinquency. The policemen who spend their hours at the police boys' clubs do it on a voluntary basis. We have a young policeman in Kalgoorlie who takes the boys to all the sporting events, and teaches them boxing,

and so on. There is a gymnasium at the club and it is a wonderful set-up for the youth of the district.

I do not know whether my party will be in favour of what I am going to say now; however, I do not care who agrees with it, because I intend to express my opinions on this subject. Many years ago, when I was a lad, if I got into bother, the policeman would kick me in the tail or smack me behind the ear and send me home. In our young days if anybody played up he got a strapping under the supervision of a policeman. If any of my family got into strife I would be quite happy to strap them rather than have them taken to a court.

When a child is taken to court and fined for some misdemeanour, the fine is paid by the parents and the child suffers no penalty; he does not have to worry about it. But if he is given a few dozen belts with a strap it affects him personally and he will think twice before he again commits the same offence. I think more strapping, and more use of the cane in schools, such as we had when we were young, would do more good and would help to prevent much of this hooliganism which is so prevalent among young people today. They do not have to be cut to pieces; it is only a matter of putting a little imprint on them to wake them up.

The Hon. F. J. S. Wise: Leave a sort of tribal mark on them.

The Hon. G. BENNETTS: Yes. I like to give credit where it is due, and I appreciate the services rendered to members of Parliament by the public servants in our various Government departments. On many occasions I have visited different departments, as I suppose other members have done, and the staff of those departments have always been most obliging and willing to assist in any way possible. A member of Parliament has to carry out certain duties for his electors, and the assistance rendered by civil servants is very much appreciated. Our public servants are of a high standard and I am amazed, as I said the other night, when speaking on the amendment to the Address-in-reply, at the attitude of the Government regarding dismissals from departmental employment.

I think it would have been better had the Government given its employees an idea of its intentions and then waited for 12 months before it started to carry out its policy. In the meantime the Government might have decided that such a policy was unnecessary and unwarranted—in other words that its policy was a mistake—and the position could have been left as it was.

I have often been asked about the report of the committee which inquired into the liquor position in this State. Personally, I would not like to see any alteration in hotel hours in the metropolitan area. I

think the 9 a.m. to 9 p.m. trading is most satisfactory, and I would not like to see any hotel down here open on Sundays; I think that Sunday trading could be cut out.

The Hon. R. C. Mattiske: Would you close the Kalgoorlie hotels at 9 o'clock?

The Hon. G. BENNETTS: Kalgoorlie is outside the metropolitan area. In a big place like this, I do not think the extended hours are warranted.

The Hon. H. L. Roche: It is too near home.

The Hon. G. BENNETTS: A week or two ago, I heard an interesting remark passed over the air by an American barrister who was visiting this State for the legal convention. He was describing the difference between the law in America and the law in Australia and, although he said it was much the same, he thought there was one way in which the law in Australia could be improved. He suggested that in all court cases each person involved should pay his own legal expenses, instead of the person who lost the case having to pay all the costs. It was this barrister's opinion that the present law in regard to the payment of costs was causing hardship to many people and preventing many cases from being taken to the courts.

The Lord Mayor of the City of Perth is having a good deal to say about the Empire Games. It sounds very nice when anyone says that we are having the Empire Games in this State, but we must realise what the cost will be to a young State like this. We have to consider how much it will cost us and what we will get out of it. I suppose the Empire Games will be held over 10 or 12 days, and I noticed in the Press last night that the Lord Mayor stated that food and fares for the athletes and officials will cost £200,000. I do not know how that sum will be raised; may be the Lord Mayor will try to get so much by public subscription and then ask the Government for a subsidy.

According to the Minister for Mines the housing which will be provided for the athletes and officials will be used to house the people of this State once the games have finished. In that case, the money used to provide the houses will not be wasted; but it will all be spent in the metropolitan area and nothing will be spent in the country, and I am a little worried as to whether the country areas will be affected by the use of Government funds in this way.

I heard one member say last night that the provision of water was most essential. Water is essential; it is the second most important thing in our lives, the air we breathe being the first. Because our population is increasing we have to increase the supply of water, and large sums of money have to be spent for this purpose. If the Government has so much money to spend, let it spend it in the country and

open up our farming areas. That is where it should be spent; the farming areas should be brought into full production thus providing further revenue for the State.

Most of the athletes attending the Empire Games will be coming from foreign countries and they will not have much spending silver. In any case, they will be here for only a short time.

The Hon. A. F. Griffith: These are the Empire Games and not the Olympic Games.

The Hon. G. BENNETTS: Many of the people coming here to watch will be coming from the Eastern States, and not much outside money will be brought into the State; it will certainly not be sufficient to repay us for an outlay of £200,000. The Lord Mayor also said that he thought our hotels and other buildings could be painted and given a facelift. We have to take into consideration the fact that hotels are leased, in most cases, and the leases provide that the buildings shall be painted every two or three years. The cost of this work is terrific, and I would go so far as to say that many of the hotels in the metropolitan area would be showing little return to their lessees.

In my opinion the hotel trade here is much the same as it is in Hannan Street, Kalgoorlie, where the licensees are living on an income little above the basic wage. Therefore I do not think we should go to a lot of trouble and spend a lot of money on blow-ins who are here for only a fortnight or so. I hope the Government will take notice of this and not waste the taxpayers' money on the Empire Games at the expense of people in the country. After all only one person will get the credit; and he will probably get a knighthood out of it while the State is paying the piper. Consideration should be given to people in remote areas; and I take it that those members who are behind me, and who represent farming districts—

The Hon. A. L. Loton: They are on the same side of the House.

The Hon. G. BENNETTS: Yes; they are now, but that is not the position when a vote is taken.

The Hon. A. L. Loton: We were here before you came.

The Hon. G. BENNETTS: I know.

The Hon. A. F. Griffith: Do you know that the previous Government gave an open cheque for the Empire Games.

The Hon. G. BENNETTS: That is very good.

The Hon. F. J. S. Wise: Has anyone filled it in since?

The Hon. G. BENNETTS: We have heard a lot about betting and races. The other night Mr. Murray was quite perturbed that the Government had not taken action of its own volition on the question of betting, rather than leave it to

a Royal Commissioner to investigate. The cause of non-attendance at the race-course today is not altogether due to starting-price betting shops taking away the revenue from those courses. If one goes into any business place today one finds that the turnover is not as great as it used to be; it is dropping back all the time, because certain lines like clothing are getting dearer; and besides, the money is going towards the hire-purchase of motorcars, etc. While previously the workers, and others who attended race-courses, had a few extra bob they could spend, today that money is going to pay for furniture and other amenities in their homes.

Another matter that perturbs me is the statement made by the present Government to the effect that after a certain day a concession which was previously accorded to members of Parliament and which was highly regarded, is to be taken away. Members of Parliament have always had the right to use gold passes on trains, buses and trams, but after the 1st September, I think it is—if I am not right I will stand corrected—we will not be permitted to use those gold passes except on the railways.

That will be a great source of annoyance to country members. Speaking for myself I do not use my gold pass that much. I do visit the Housing Commission and other departments around the city to carry out the various requests of my electors. It is, however, a concession which should be made available to members of Parliament who have not got their cars with them, because it is necessary for them to attend to the business of their electors. The Government should not deny members of Parliament this privilege which they have enjoyed for many years. I would now like to touch on the Railway Department. As I have already said, when we import blow-ins into our State and place them in control of the different departments we do a great injustice to the people of the State who are working in those departments; and who have been working in them from their youth up.

When Mr. Brodie was appointed Acting Commissioner of Railways it was mentioned that there was an improvement in our railway system. That is quite feasible, because Mr. Brodie was a man who had enjoyed service in that department from his youth up. If a person is to be appointed to the position of Commissioner, or any other high position, he should be a man who has worked his way up through the department, because he would know every facet of the departmental set-up; and, apart from that, he would receive the co-operation of the employees of the department. It gives these men something to look forward to; it is an incentive to them. We all know that two gentlemen were brought in some time ago to take charge of our railway system, and

they were found to be unsatisfactory, with the result that their services were terminated.

We now find that we have brought in another man from outside. I have nothing against the gentleman, personally, because I do not know anything of his character or his ability. I do not know him at all. My concern is that for these jobs we should select men who have been employed in the department all their lives; those who have gradually climbed the service ladder. We all know the action taken by the previous Commissioners in regard to the derelict locomotives with which the service had been left. The cost has been tremendous. I think they are still continuing to give this costly service, although I have not had much information on that point over the last three or four months. If the Minister can tell me that those locomotives are now working satisfactorily and that everything is all right, I will be very pleased.

I think we will find, however, that that is not the case. I imagine they are just so much scrap with which we have been left. If a Commissioner of Railways, or any other person, wishes to attract traffic to the railways it will be necessary for our system to be altered considerably in a great many ways. Only last night I heard Dr. Hislop mention the conditions in the dining-room. I was on that service in 1912, and of course I travelled on it for many years before that date. Those dining-cars were constructed in the early days, and they still have in them the same stoves and equipment.

Their kitchen equipment is out of date and, in the restricted space available to the staff it is most difficult for them to provide the number of meals required on the Westland today. With its double engines, and double-headed trains the Westland carries twice the number of passengers, and yet these small restricted kitchens are expected to be adequate for the staff to serve a high standard of meal to the tourists. If these tourists are to go away satisfied; if they are to advertise the State and the meals received on the Westland, something drastic will have to be done to modernise the kitchen system on the train.

We all know that previously the Commonwealth trains had coal stoves installed, but they have now changed those stoves and have installed electric units. They are now quite decent turn-outs. I have known the temperature to be 170° in the kitchens on some of those Commonwealth trains, yet now, with the installation of these electric stoves, the temperature is reduced to half. It would be a great improvement if we had similar facilities installed on our Western Australian trains.

Another matter which requires some mention is the question of the bridges which have been installed at our suburban

stations. Dr. Hislop mentioned the case of the red caps. I know there is a shortage of them, and also that they are a little independent. They do not work on the weekends which, of course, makes it a bit harder for travellers. I daresay these men are on pensions and they only work until they have earned the permissible amount, after which they go off.

We find in Perth that on the overhead bridge it is necessary for one to go up a flight of 35 steps and down a similar number. The steps are five inches high and ten inches wide, and, as a result, it is most difficult for elderly people, or for women with children and parcels, to try to negotiate these bridges. On many occasions I have seen women with young babies trying to climb over one of those bridges; some of them even have prams but, of course, these are generally taken over first.

I was at Bassendean recently, and while there I noticed that the system employed to cross the line was by means of a ramp. I saw a young woman pushing a pram up this ramp. That is a bad thing, and I suggest the position must be altered, and we should install modern equipment in our railway system. It is possible that a subway system may meet the case. There is such a system installed at Fremantle, but that also has a number of steps which it is necessary to negotiate, even though they might not be quite as steep as those in Perth. In South Australia, on the Port Adelaide run, there is a passage about 12-ft. wide, along which invalids push their chairs, and mothers carry their children and parcels. I know that, on the Perth platform we do have a luggage lift, and it takes about 10 minutes to get up and down, but of course one uses it at one's own risk. People, however, do not know it is there, though it is occasionally used by cripples. We must modernise our railway system.

While I was in Sydney a few months ago I noticed at the quayside there were escalators which conveyed people to their respective trains. That may not be suitable in Perth, because there is always a last-minute rush by young people who have been working in shops, etc.; and these escalators are rather slow. I still think that some assistance should be given to elderly people and women with children. If these amenities were provided it would help to attract more patronage to our railways, and it would induce people to leave their motorcars at home.

I know of people who are semi-cripples and who visit Perth from the Goldfields two or three times a year. They get a taxi and are taken down to one of the stations where it is possible to enter the platform without climbing a bridge. They go up the other side and catch the express. That is the only way in which they are able to get to the platform. If we

want to bring our railways to the state of efficiency that obtains on the Commonwealth system, we will have to think a lot and do a lot.

Much good is being done by the Commonwealth Railways Commissioner (Mr. Hannaberry) and the Secretary for Railways (Mr. Watson).

The Hon. W. R. Hall: They are taking all the traffic from the Western Australian railways.

The Hon. G. BENNETTS: The Commissioner gives a lot of assistance and consideration to the workers. At Glenelg, in South Australia, flats are provided for railway employees at half the prevailing rental in South Australia. When these workers go on leave, they make application for a flat. If one happens to be available, annual leave is granted. The worker then proceeds to the flat, where everything, such as bed linen, etc., is provided, and the accommodation is similar to that of a berth on a train. These flats are let at about £4 per week with everything included. It is a beautiful set-up.

In Port Augusta the Commissioner has provided a hostel for expectant mothers and other people who are waiting to go into hospital. The same thing was recently done at Parkerton, near Kalgoorlie. A small cottage is used for the purpose.

As I have said in this House on previous occasions, I was the first traffic hand ever to be employed on the Commonwealth railways. Later I was head of road construction when the line was being built; and, after that, I became senior conductor. In those days we were working on steam locomotive power. Later, when the war broke out, it was necessary to purchase locomotives from other parts of the world to keep the service going. The Commonwealth railway enjoys an advantage over our State railways because it was built for cash, whereas the State railways were built with loan money on which a terrific amount of interest has to be paid. I do not think we will ever get out of the wood.

Many people were employed on the Commonwealth line for fuelling, purification of the water systems and other jobs to keep the steam locomotives going. Therefore the Commissioner, who was diesel-minded, worked out a scheme which he placed before the Federal Government regarding the purchase of diesel locomotives.

I will now give a comparison of fuel costs between steam and diesel locomotives. In regard to steam, the consumption per mile is 115.975 lb. of coal, and the cost is 77.518d. With diesel, the fuel consumption is 7.519 pints per mile and the cost 15.508d. Therefore, it will be seen that there is quite a difference in the cost of

fuel alone. When coal was being used it was necessary to have hundreds of men along the line fuelling, loading coal, carting water and unloading coal. It was also necessary to attend to the water tanks, and water had to be carted. About a thousand tons of water would be used on a trip between Zanthus and Kalgoorlie. I will now turn back to the comparisons again. The coal used between Kalgoorlie-Port Pirie Junction and return—a distance of 2,216 miles—was 114,732 tons and the cost of that coal was £715 12s. 10d.

The Hon. A. L. Loton: Did you say, 114,000 tons of coal?

The Hon. G. BENNETTS: No, 114,732 tons. The amount of water used cost £80 14s. 4d., making a total of £796 7s. 2d. With the diesel locomotive, the number of gallons of diesel oil used between Kalgoorlie-Port Pirie and return is 2,082.76 or 7,601 tons at a cost of £143 3s. 10d. The Commissioner goes on to say—

It will be noted that for a return trip between Kalgoorlie and Port Pirie Junction with steam locomotives the quantity of coal and water to be hauled totalled 728 tons, whilst for the same journey with diesel electric locomotives the tonnage of fuel (distillate only) is 7,601 tons.

It is easy to see why the Commonwealth railways are running at a profit. The difference between the Commonwealth and the State railways is that the former has a straight trip with no spur lines. I think our present Commissioner of Railways should have a look at the administration of the Commonwealth line.

Mention has already been made by Mr. Teahan of a gold subsidy and the gold-mining industry generally. Many members of this House know what an important part the goldmining industry played during the development of this State in the early days. It certainly put Western Australia on the map.

However, since the agricultural areas have been opened up, wool has become the main factor in our economy. But gold is still a very important commodity which cannot be bypassed. The Chamber of Mines and the School of Mines are doing a very good job with the education of children. These organisations are giving scholarships and training children to become engineers. It is amazing the number of engineers who are taken away from the goldmining districts to serve in other parts of Australia. These men have an extraordinary knowledge of mining and possess engineering qualifications.

In today's paper I read a report by Mr. Brodie-Hall who is in America representing the goldmining industry. He is one of the heads of the Western Mining Corporation, and is in America to boost the industry in regard to a higher price for gold. In the article in the Press he said that

subsidies of some sort would have to be given to the goldmining industry to assist in developmental work.

Some of the big companies in this State are showing very substantial profits. This can be seen if we look at the figures published from time to time in the paper; but we must take into consideration the amount of money these companies are putting back into developmental work, such as drilling and so on, in order to ensure the life of the mine. From reports I have heard from Mr. Agnew, and from the companies, I would say that Kalgoorlie need have no worry for another 50 years, providing there is no big increase in the cost of production.

The mines must not be stifled with railway freight increases; and I hope the present Government will consider this aspect. The companies on the Goldfields have greatly mechanised the mines with modern machinery in order to keep 22,000 people in their jobs and homes on the Goldfields. If that industry is lost, it will be a severe setback to the State, and we may face a position such as has occurred on two previous occasions when the goldmining industry had to keep the State going.

I was at a function recently with the Minister for Mines and he mentioned that the Government would be prepared to assist the industry in certain directions. I think it will do this. Mr. Teahan mentioned the control of traffic by the police. I was a member of the Kalgoorlie Municipal Council for 18 years, and I brought this matter up, with the result that I was not too popular among councillors. The reason for this was that electricity supply charges and traffic fees were the main sources of revenue for building roads on the Goldfields. We also built an Olympic swimming pool, and the Kalgoorlie Municipal Council became one of the most financial municipalities in Western Australia at that time. When I recommended the matter in regard to traffic I did not get a very good reception.

The Hon. F. J. S. Wise: It has the record of being the best and most financial municipal council in Australia.

The Hon. G. BENNETTS: I know the suggestion to hand over the control of traffic to the Police Department would meet with a lot of setbacks in other areas such as Merredin and places like that. Where we have only one traffic inspector for a road board area as big as Kalgoorlie, it is unfair to expect that man to do this work.

I wish to refer to a conference of parents and citizens held in Boulder a week ago, in connection with the zoning of school children. The zoning is causing considerable concern to parents there, as children are being forced to bypass one high school and go to the other, thus travelling greater distances than the parents feel is necessary. There was a large attendance



at the conference but, as the Minister was unable to attend, he sent one of his officials to Kalgoorlie instead.

A number of accusations were made against the department for not doing the right thing by the children; but the position was explained by the Education Department official, and those concerned are now amending their letter of request to the Minister for Education in regard to the whole question. Boulder High School and Kalgoorlie High School are the two concerned, and I hope the Minister will given consideration to the request of the parents and citizens who are doing a wonderful job in raising funds and looking after the interests of the children of the district.

Mr. Teahan mentioned the problem of natives on the Goldfields. I have had many complaints about the nuisance caused by natives around homes in that area. As members are aware, the native is not now what he used to be. Many natives are to-day partly educated and some are reasonably well educated. They have reached the stage where, apparently, nobody wants them and they are roaming about, out of work; and they often become very cheeky. A new camping ground has been built for the natives about half a mile from the old tea gardens, where many age pensioners live.

The Chamber of Mines laid the water on to that area for the use of the pensioners; and the natives, instead of staying in their own compound, have now camped near the pensioners. There are no sanitary conveniences there, and the natives are causing considerable concern to the pensioners, who are not game to say anything to them as they only receive abuse in return.

At the compound built for the natives, firewood is being supplied, although whether they will use it or not I do not know. Perhaps other people will steal it and then the natives will not get any of it. There are native missions on the Goldfields and they do a good job for the natives up to the age of 16 years; but after that these people are thrown out and there is no future for them. The previous Government did a wonderful job for the natives and I hope that the present Government will carry on that work.

I wish now to mention Norseman, which is the second largest goldmining town in Western Australia. The biggest enterprise there is run by the Western Mining Corporation, which is doing a wonderful job; and then there is the other gold mining company which is producing pyrites for use in the manufacture of superphosphate in the metropolitan area. The pyrites production has to be subsidised, and it was given assistance by the previous Government—assistance which I hope will be continued by the present Government.

Norseman is in a peculiar position in regard to water supplies, the town having grown to such an extent that there is now barely sufficient water available to keep it going. The people of Norseman have done a wonderful job in providing assistance to aged people, and in amenities, such as play centres, swimming pools, kindergartens and so on for the local children. The residents now want to grass a recreation oval. I had the plans of it, but I have loaned them to a member of Cabinet for use in a deputation next week. It is amazing to see how many workmen in Norseman pay so much per week out of their pay, to help towards the aged persons' home and to support such projects as the grassing of this oval.

There is a dam at Norseman, which was originally one of the town water supplies, but it has now, owing to contamination, been condemned as unsuitable. These people want the dam cleaned out and restored to good order, so that water from it may be used to grass the oval, with the object of providing the young people of the town with a recreation reserve in which to spend their leisure hours. I hope the Government will give that request every consideration.

As members know, I have always been an ambassador for the Esperance area. With the opening up of the hinterland, Esperance will soon have a greatly increased population and the town will grow considerably. One matter of concern to residents of that area is the way the harbour is run, as it is at present under the Railway Department. It is considered that the harbour should now be taken over by the Harbour and Light Department, and application has been made for that to be done. In answer to a letter which I wrote some months ago, I received word to the effect that that course was not likely to be followed; but I sincerely trust that the Government will give the matter further consideration.

I also wrote recently requesting a new railway office at Esperance. The present office measures only about 20 ft. by 15 ft. and with the increased traffic there is no room for the officials to do their work properly. I hope that proper accommodation will be provided. Esperance is a light land area, and that country requires a lot of capital before it can be developed to a stage where it will give a return. The freight of £3 per ton on superphosphate is a costly item in the development of that land. Many farmers there have spent anything from £10,000 to £12,000 on the development of their properties and are now in a desperate plight. They require assistance to carry them on for a year or two until they are able to get returns from the land. If they are assisted they will reap the benefit in another couple of years, and be able to make repayments.

I hope a request for assistance for these men will be agreed to by the Rural and Industries Bank. The local road board is also concerned; because these new properties are exempt from rates for a number of years; and the board finds it hard to secure finance for the construction of the necessary roads. The previous Government was always helpful, through the expenditure of Main Roads Department funds—

The Hon. L. A. Logan: Some of those properties have a five-year exemption, I understand.

The Hon. G. BENNETTS: That is so. The Minister for Local Government was in Esperance the other day, but unfortunately I did not know he was going to be there. However, I understand he gave assistance through the provision of a lighting plant, which is an essential to that district, where many areas were without light and where, in the absence of electricity, refrigerators and so on had to be run on kerosene. The absence of electricity in a town hampers the development of the district and, now that power is being supplied, I hope the Government will go further and do something about the water supply, which is another urgent problem in Esperance.

There is an adequate supply of underground water in Esperance, at a depth of from three to six feet, but it is very brackish and is not suitable for a town water supply. In view of the speed with which the population of Esperance is increasing, something must be done to secure for the town an adequate water supply.

I will deal next with the Southern Cross, Bullfinch and Marvel Loch areas. I mentioned, earlier in my speech, the Marvel Loch road for the Western Mining Corporation; and I hope that matter is given consideration as the mine employs a large number of men. It is working low grade ore and if we can assist to keep those men employed we will be doing a good job for the State. I therefore hope that the Government will accede to the request in regard to that section of the road.

I was amazed to discover that, at Southern Cross, where the temperature often reaches 110 degrees during the summer months, the school children resumed their classes with the water supply at the school out of order. I was amazed because that water supply system was out of order before the Christmas holidays; yet nothing had been done in the school recess to effect any repairs. The Minister should, therefore, make some investigation and take steps to have the water supply system placed in good order and repair.

When I made my inquiries at Southern Cross I found that water bags had been placed at various points around the school, and all I can say is that such a step is only reverting to the days of Paddy Hannan. Members can imagine how long a

few waterbags will last among a large number of children during the summer months at a centre such as Southern Cross. The drain on the waterbags would be so rapid that the water would not have a chance to get cool.

Last year, in this House, I referred to rock catchments. This subject was also raised at a conference held only recently at Merredin. There are several large rock catchments around Narembene and Westonia, and when it was suggested to the Minister that they be used to provide water supply schemes in those areas I understand he said that the work would be too costly. Whilst visiting Narembene I was asked to return within a few weeks to visit the property of a farmer who had turned a rock catchment on his farm into a water reserve. He has been so successful in his efforts that he will have ample supplies of water throughout his life at any period of the year.

This farmer suggested it would be a sound idea if a representative of the Government could inspect the work he had done on the rock catchment so that the Government could take steps to turn other rock catchments in the area into water reserves. If the Government were to act on such a suggestion it would save the extension of water mains in the district and the extra draw on the country water supply scheme. I have been told that a rock catchment is capable of catching approximately 90 to 95 per cent. of any rain that falls.

The provision of hostels for children who come from outback centres to attend their district high school was mentioned earlier by a member in the House. I have been trying for 10 years to get such a school hostel established at Kalgoorlie. Prior to the school holidays, a request was made to me to approach the Government to have a school bus service provided to convey children from surrounding centres to the Bruce Rock High School. I pass that request on to the Government, and I hope it will be able to do something in that regard.

I think I have covered all the matters I intended to raise. I do not want to touch on the question of natives, because that matter was dealt with very fully by Mr. Cunningham last night during the course of his speech and by means of the films he exhibited. However, we have not tamed the natives sufficiently to have their names placed on the roll, so I will conclude by saying that I support the motion for the adoption of the Address-in-reply.

THE HON. A. R. JONES (Midland) [4.20]: Having, while speaking to the House on a previous occasion, extended my congratulations to the two members who have been elevated to ministerial rank and to the newly-elected member, I merely wish now to congratulate Mr. Wise

for the excellent speech he made last night. It was full of substance. It was a speech that could be taken hold of by anyone who wished to further the interests of the North-West and promote the overall development of Western Australia. As the hon. member usually does, he gave us food for thought with the remarks he made last night, and it is to be hoped that the Ministers in this House will take notice of what he said and will do all in their power, by enticing further money from the coffers of the Commonwealth, to ensure that the work which has already been started will be carried on. I will touch on that aspect further on in my speech after I have dealt with one or two other matters.

Whilst I do not agree with everything Mrs. Hutchison says, I congratulate her for propounding before this House a case for better treatment of deserted wives, especially those who have children. I know of one or two cases where the husbands have been chased from one State to another by the police after court orders have been taken out by their wives. Eventually, however, this becomes too expensive for the wife who has been deserted, and so she battles on to keep herself and her children; and her husband goes scot free. I hope, therefore, that the Minister in charge of the Child Welfare Department will endeavour to do something in the near future to assist those women who have been deserted by their husbands.

I will now spend a little time to deal with the question of war service land settlement. I was one of a committee that visited the South-West of this State to inspect, in the various project areas, the work that had been done under the war service land settlement scheme. The Press has apparently gathered little bits and pieces of information concerning our visit, and it has given the public a fair indication of what we saw and what our opinions were.

I was disagreeably surprised at what I saw, and I consider that if something is not done very shortly the whole scheme will flop; that is, so far as the South-West project areas are concerned. In other parts of the State where large farms have been taken over by the board and subdivided into smaller holdings, the settlers are at the stage where they will be able to freehold their properties in the very near future. In the main, those settlers have done extremely well.

However, speaking of the five or six project areas around Mt. Barker that we visited—we did not visit the Jerramungup area—I am of the opinion that they should be given prompt attention and close consideration so that the settlers may have a chance to make good. I feel that we must keep in mind the need to fulfil to the letter the conditions of the agreement that was made between the Commonwealth and the State on war service land settlement.

I do not intend to quote from the Act itself, but it provided that the properties made available to war service land settlers were to be brought up to the stage of production where they could be economically worked. It is very simple to include such a provision in the Act, but it is extremely difficult to decide when a property has reached the point of economic production, particularly with the prices of primary products fluctuating so greatly. I, for one, cannot say what the measuring stick would be.

However, I believe we have to bring those properties up to such a state of improvement that the settler will be satisfied that his conditions are reasonable, and, to a point, where he is satisfied that his chances of success are reasonable. I also consider that sufficient money for the running of the property, and for development, should be made available—under the supervision of, say, a bank inspector who may be working for whatever organisation is set up to provide the finance—to any settler and for the farm to be handed over to him as soon as possible. We must keep in mind always that the conditions of the agreement should be met.

The longer the farms are left under the administration of the War Service Land Settlement Board, the less chance the settlers will have of pulling through. At present they are not given any opportunity to suggest how their farms should be run. In every instance the settler is told what he shall do. It is not very hard to imagine how any of us would react if we had been working a property for five or six years and were still told what we must do, without having any say whatsoever as to the development of the land.

Therefore, I consider that we should give each settler the chance to stand on his own two feet, even if some of them do fall by the wayside. Such a circumstance, of course, must be expected among 1,000 or more men. The sooner we allow these men to look after themselves, either to succeed or fail, the better. If they are allowed to continue under the present system, we will kill any initiative they may have; if such initiative has not already been killed so far as some settlers are concerned.

I do not know who is to blame for the chaotic conditions that exist in many of the project areas under the war service land settlement scheme. I know, of course, that in the initial stages a great deal of experimental work had to be done, such as the clearing of the land, the laying down of the pastures and the cleaning up of the properties generally. In the initial stages, too, the cost of the development would be great and many mistakes would be made. However, when it is found that the same mistakes are still being made 10 years later, one must look around to hold someone responsible. Whilst the Minister or the Director of Agriculture is not in

direct touch with any of these projects, surely the officers who are responsible for the administration of the scheme should be held responsible for the chaotic conditions that we saw during our inspections.

There should be a drastic overhaul of the personnel connected with war service land settlement. It is perfectly obvious to anyone going on to some of these properties and looking at them from the back end, that the field or district supervisor has not been on to those properties at all. When the settlers complained about their conditions, we were told that the job supervisor or the district supervisor was responsible for the type of work which went on. The settlers have no say, nor are they given any encouragement to put forward suggestions. It is a very poor and sorry show to have such men in charge of a huge undertaking involving over £20,000,000.

I am hopeful that the present Government will do its utmost to see that the war service land settlement scheme is wound up as soon as possible, and so enable the losses, which are continually mounting through maladministration, to be cut, and the people on the land at present to stand on their own feet so that they can improve the properties themselves. I realise some of them may fail, and I do expect a small percentage to fail.

Once we have done with the war service land settlement scheme, we should consider seriously the development of further land for civilian settlement. We have certainly learnt the lesson, under war service land settlement, that we should not tackle such a project in the same way. Some plan or policy should be adopted to enable the settler to have as much say as possible in regard to the development of his property, and in connection with the work to be done, which should be carried out, preferably, under contract under the supervision of the settler himself. Of course we would need a supervisor to ensure that the money was well spent. If we decide to carry on with land settlement, future settlers will benefit from past experience, and the right type of clearing will be carried out. The settlers should have some, if not all, the say in the development of their land.

Last evening we heard quite a lot about the North-West. I agree that every effort should be made to develop the proposed projects, and possibly other projects which may, in the future, come to the notice of the Government. To finance those projects, further endeavours should be made to interest the Commonwealth Government. When one considers what the Commonwealth owes to this State one will see that the Commonwealth is, in fact, asking the State to store the iron and manganese deposits at the State's expense. The Commonwealth Government owes this State a

great deal, because it receives the "rake-off" in dollars from the gold produced here. It should give Western Australia every assistance in the development of the North-West.

I am not saying that the Commonwealth Government is adopting a wrong attitude in insisting that this country retain its iron ore deposits, but it is entirely wrong for the Commonwealth to insist that Western Australia should retain those deposits, because the Commonwealth might want them, unless it is prepared to pay Western Australia for keeping the deposits untouched.

The Hon. H. C. Strickland: Let the Commonwealth buy the deposits from us.

The Hon. A. R. JONES: The Commonwealth should buy our deposits, and leave them here to be stored at the expense of the Commonwealth. The same remarks apply to manganese deposits in this State. Whilst there are no huge deposits of manganese, there is quite a big source of supply. One firm is at present operating in this State, and it has a license to export manganese. I believe there are other good deposits of manganese which can be utilised for production, if export licenses can be obtained. By not issuing export permits for manganese, the Commonwealth has tied up the deposits which are to be found in this State, and is compelling Western Australia to store the deposits for posterity at the State's expense.

We all know that a subsidy is paid by the Commonwealth Government on the production of gold. It is a worth-while subsidy, because for every ounce of gold sent overseas, this country receives dollars in return. For that reason alone the matter of development of this State should receive greater consideration from the Commonwealth Government. When this State puts the question of iron, manganese and gold deposits before the Commonwealth, with a view to inducing it to advance more money for the extension not only of our North-West but of other parts of the State, it has a very strong case.

Many railway services have been discontinued. Many of the new areas being developed—such as Badgingarra and the land extending east from Katanning and Broomehill—and many of the other areas west of the Midland railway line which are to be developed, will develop very slowly unless better transport facilities than are at present available are provided. The Government should decide on a policy—one freely appreciated and supported by all parties—so that when there is a change of Government there will be no change in the policy for the provision of transport for the districts I have mentioned. I am not concerned whether transport is provided by way of subsidy, by a Government service, or by a private service. I think that a policy should be determined so that settlers developing new areas may be assured that they will have some good type of transport service.

I understand that at present the Midland Railway Company, which is serving Badgingarra, the area north of Dandarragin, and the district just north of Gingin, is thinking of discontinuing these services, and is asking for a subsidy to enable it to carry on. The farmers affected will be left high and dry unless the Government comes to light with a subsidy.

I do not say that a subsidy is the answer. I say that some policy, to which variations from time to time can be made, should be subscribed to by all parties. If we do not build railway lines, we must have some other form of transport to serve those new areas. Let us all get together on this matter and work out a plan which will eliminate all the hazards to be found at present, so that settlers going into and developing new areas will be given a transport service.

In regard to the cartage of stock and other commodities in districts where rail services have been suspended, I wonder if the Government could not arrive at a policy to assist the settlers concerned. I am speaking not only of the agricultural areas where wheat and other cereals are grown, but also of the northern and eastern Goldfields—such as Laverton and Wiluna. Although the settlers in those places have to cart their stock another 100 miles, as compared with the position previously, no subsidy is paid. As a result of lines being suspended, the settlers at Wiluna and Laverton, and in the Roe district have to transport their stock 50 to 100 miles to the rail head.

Nothing has been done in regard to a subsidy for the cartage of their stock. If it is fair to pay a subsidy in respect to some commodities, it is just as fair to pay it on others. I hope the Government will give consideration to the plight of these people and to some means of alleviating their position.

I do not know whether members have heard of a disease called lupinosis. This disease has devastated stock in the lupin-growing land of this State in the last few years. At present it is very serious, and considerable notice should be taken of it. It may be as well for me to explain to those who are not conversant with lupin growing that lupins are grown as a fodder. In this State there are many areas including some of the land developed under war service land settlement in the Eneabba district—north of Dandarragin—that are suitable for lupin-growing; and more are discovered from time to time.

The Hon. G. C. MacKinnon: What are the specific requirements?

The Hon. A. R. JONES: The soil must be deep, although lupins will grow in areas of good rainfall where the soil is rich. On deep and sandy soil, lupins flourish. The rainfall required is between 16 to 20 inches a year; that seems to be most favourable for lupin growing.

The Hon. G. C. MacKinnon: What is the ideal depth of soil?

The Hon. A. R. JONES: I cannot say for sure. I have seen lupins growing on deep sandy soil, which virtually has no bottom. It seems that very poor soil, if treated with phosphate and trace elements will also grow lupins. Hundreds of thousands of acres can be developed for this purpose.

Unless the cause of lupinosis is discovered, a great set-back to many parts of this State will occur. At present the Agricultural Department is very worried about this disease; Dr. Bennetts is giving the matter serious consideration. We know that there was a similar experience in Europe—in Germany, Austria and other European countries. Trouble was experienced in those countries way back in 1880 when some research work was done.

Of course it is difficult at this stage to trace something that was done 50 years ago, and learn what was discovered then. The department, however, in order to speed up Dr. Bennetts findings and to help resolve this problem, is making urgent inquiries to find out whether those countries have discovered more than he has. I hope that the Ministers in this House will give their support to sending Dr. Bennetts to the other countries, if it is necessary to do so. At all costs, whether it is necessary for Dr. Bennetts to go away or not, I feel that the department should make every possible man available to assist in solving this problem so that we can have these areas developed for the growing of lupins because lupin crops are a great source of food for the fattening of stock during the summer months. It is not unusual for an acre of lupins to fatten from seven to nine sheep per annum. Provided the season is a good one and the rains hang off, sheep can graze on lupins for a long while. Lupins have a high protein content and they fatten sheep at a fast rate.

Another matter I wish to bring to the attention of the House is that of water boring in country areas. Some years ago, members heard me explain how the Government water-boring scheme was set up so that Government operators could go out to bore in places where water was hard to get. To the credit of the last Government, I must say that two plants are out seeking to find water but the cost is apparently very high. I wonder whether it would be worth the while of the Minister in charge of this outfit—it comes under the control of the Mines Department—to have a look at the possibility of leasing these plants so that they can be used to find water in less time than at present. Provided the plants were well supervised on the basis of a weekly check being made—or at longer intervals, perhaps—I think something could be done along the lines I suggest.

If private contractors leased these plants. I think the cost of boring would be less to the Government, and more water would be found.

The Hon. A. F. Griffith: We are working the equipment on a face at the moment. It proved expensive to move the equipment from one place to another.

The Hon. A. R. JONES: I feel that if a cheaper method of boring could be found it would be of benefit to the State. In my opinion, it would be better to approach boring contractors and offer them a price of 30s. a foot, perhaps. If they accepted a contract on that basis, we would have plenty of offers, because the private contractors are drilling for £1 or £1 2s. 6d. a foot down to 120 ft. I have not seen the Government figures—I hope to see them some time—but I would not be surprised to learn that boring costs £4 or £5 a foot, which is too dear.

I wish to mention one or two matters dealing with traffic. Yesterday Mr. Wise and Dr. Hislop mentioned that we have to be patient in respect to many of the suggestions we make because, while for a long time nothing happens, eventually someone takes up an idea that was mentioned years previously. I noticed recently in the Press where floodlights were to be installed at cross-walks—either overhead or on the side—in order that pedestrians would be silhouetted so that the motorist could see them.

I can go back to *Hansard* of 1952 and show anyone who is interested that I put up this proposition then. I even went to one of the lighting firms to get an idea of the cost; and it was fairly cheap. I suggested, to the then Minister in charge of traffic, that this should be done, but nothing happened. I see now that something is to happen. But, it is seven or eight years too late. Now, because of the intensity of the traffic, and because people must cross the streets and highways somewhere, we should have subways.

Subways are not a very costly item, either. Recently I made inquiries from a contractor, and he feels that for a highway, with an average width the same as that of Stirling Highway, they could be built for £5,000 each. This man feels that subways, rather than overways, should be constructed, because the height of overways would be too severe on elderly people as a clearance of 12 ft. or 14 ft. would be necessary. The amount of £5,000 is not very costly; and if subways will save lives, they are something we should consider for the future.

The Hon. F. R. H. Lavery: They would be completely accident-free.

The Hon. A. R. JONES: Yes. I wish now to deal with the matter of stop signs. I hope that, with respect to stop signs, the

present Minister will take a little more notice of the position than has been taken in the past. The authorities seem to be putting up more stop signs rather than taking some down. The position is getting so difficult that in order to cross from one side of the city to another, one is continually stopping and starting. Would it not be better to have slow signs—even down to 10 miles per hour? The motorist then could stop within a couple of feet, if necessary.

The Hon. L. A. Logan: The Minister does not like it; one cost him a fiver!

The Hon. A. R. JONES: Just about every day we can find new stop signs that have been added to the existing number. Some of these signs are placed in the most ridiculous positions. I do not know who is responsible for the siting of them. I feel that someone must drive around and see each road, and in so doing go to a hotel, have a few drinks, and then go out and say, "We will put one here and another there," because there does not seem to be any commonsense used in the siting of some signs.

The Hon. H. C. Strickland: You ought to see "Stopper" Logan about them.

The Hon. A. R. JONES: The last Minister did not seem to worry much about these signs, except to put up more of them. Whether he was trying to create work for people, I do not know. If we have to go on stopping and starting, as we do now, our cars will be in dock every week for new clutch and brake linings.

I feel that, with respect to 80 per cent. of the present stop signs, it would be sufficient if the motorist had to slow down to 10 miles an hour. The rest of the stop signs would have to remain because they are necessary. I want to make mention of two traffic regulations. The first one is regulation 58, which deals with noise. It has this to say—

Every motor vehicle shall have an efficient silencer attached to such vehicle and connected with the proper portion of the engine of such motor vehicle so as to reduce the noise that would otherwise result from the working of the engine, and shall not in any way have attached to such silencer, or to the exhaust pipe leading thereto or otherwise connected therewith, any device or machinery whereby such silencer may be rendered inefficient.

In plain words, every vehicle should be fitted with a silencer, and it should not be possible to detach or cut off the silencer in any way. I do not know why we have that regulation, because very few people seem to take notice of it. No-one appears

to police it, because we find motorbikes roaring and careering up Hay Street to such an extent that they deafen people.

Another regulation says that a motor-bike must not make an excessive noise when passing hospitals. But, every day we see motorbikes going past the Mount Hospital and the Children's Hospital, and no-one seems to worry about them. I wonder why we have these regulations. I hope the Minister for Mines will bring this matter to the attention of the appropriate Minister so that the regulations can be policed.

The noise from motorbikes can be most distressing. I call to mind one young chap who rides a motorbike—I wish I were fast enough to get his number, because he passes my place five or six times a week, and he goes by at any time between 2 o'clock and 5 o'clock in the morning. I have tried to catch him, but he is too fast for me! I can hear him come along the street and then go along the highway until he is about two miles away. This fellow is only one of hundreds, but no-one seems to do anything about the position.

The other regulation to which I wish to draw the Minister's attention is regulation 60 (1) which states—

Every motor vehicle shall be maintained in such condition and shall be so driven and used on a road that there shall not be emitted therefrom any smoke, visible vapour, grit, sparks, ashes, cinders, oily substance or offensive noise or smell, the emission of which could be prevented or avoided by the taking of any reasonable steps or the exercise of reasonable care, or the emission of which might cause danger, damage, or annoyance to other persons or property, or endanger the safety of any other users of the road in consequence of any harmful content therein.

How many times do we drive down a highway, or St. George's Terrace, and have buses in front of us pushing out putrid smoke which just about chokes us? This occurs every day, yet no-one takes any notice. Why do we have these regulations if no-one worries about them? I made inquiries about this matter, from a diesel expert. I said, "Why is it that a lot of our diesel buses and other diesel vehicles emit such volumes of heavy smoke from their exhausts?" He said, "There is absolutely no reason for it if the vehicle is in proper order and is properly adjusted."

Apparently there are hundreds of these vehicles that are not in proper order; or no-one knows how to adjust them, because I venture to say that every other one of them will, when it starts, spew out this terrific black smoke through which one cannot see. The other night I was

coming down from Bindoon, and one of the big trucks from the North-West was in front of me. This vehicle put out so much smoke that I could not see to pass it. I had to fall back and wait until I got to some clear road. Mr. Strickland need not smile.

The Hon. H. C. Strickland: Surely it was not a North-West vehicle!

The Hon. A. R. JONES: I am hopeful that someone will take a bit of notice of what I have said, and will do something about the position, because if we allow this sort of thing to go on we will have a noisy city and will not be able to live in it. There will be so much noise and smoke about that it will not be reasonable for country people to go into the city, and they will want to stay home all the time. Of course, that could be a good thing.

The Hon. A. F. Griffith: That will be decentralisation.

The Hon. A. R. JONES: The two regulations to which I have referred are regulations 58 and 60, and I hope the Minister for Mines will bring them to the attention of the appropriate Minister to see whether something can be done.

Tourism has been mentioned. Last night Dr. Hislop suggested that we should put our house in order before we invite people to come here to view the beautiful sights we have to show. I would like, briefly, to outline my experience last summer when I visited the caves at Yallingup. My two children had not seen the caves, and as we were staying at Busselton, I thought it would be a good idea to look at them, so I went to the Busselton Tourist Bureau to get information about them. But the hardest thing I have ever done was to try to get out to see those caves.

The Hon. R. Thompson: I agree with you.

The Hon. A. R. JONES: Wherever I went, at Busselton or in Margaret River, where there is another bureau, I was unable to get any satisfaction at all. The times for the opening of the caves seemed to coincide with the hours for meals at the hotel. According to the booklet, which we were given, we could see two different caves; one, I think, was the Crystal Cave, and the other the Lake Cave—I just cannot think of the correct names at the moment—and there were signposts to indicate where the caves were. But we ran out of signposts and we could not find one cave; apparently its name had been changed in the meantime and we were going around in circles trying to find it.

I suggest to those members who represent the South-West that they should have a look at this aspect and make it easier for people to see the caves in that part of the State. I believe a new cave is being

opened up, and everything should be done to help the public to see it. The way things are at the moment everything possible seems to be done to make it difficult for people to see the caves. I do not think anyone could have had more trouble than I had in trying to show two children through the caves. I was absolutely disgusted.

I hope that before long we will have an opportunity of looking at some films which were taken of a trip undertaken by a few people recently. A businessman arranged for a party of ten—I think Mr. Nulsen was one of the members of the party—to be taken on a launch trip to the various islands out from Esperance. The launch, which I understand was 50 or 60-ft. long, and with accommodation for 10 to 12 people, was skippered by a competent man. Every comfort was provided and there was a full cargo of good food and even tins of beer—two were distributed to each person each night. The party visited 70 islands and travelled 375 miles, and saw many of the beauty spots in that area. I understand that the whole trip cost each person £20.

This indicates that we have something to show the tourists who visit Western Australia, and what we have to show is worthwhile developing. I hope that the Minister in charge of the Tourist Bureau will make arrangements for the films to be shown at Parliament House within the next two or three weeks.

I have nothing further to say, because I have neither the stamina nor the fortitude of Mr. Bennetts, who has now rushed off to catch the train to Kalgoorlie. I leave it at that and merely state that I support the motion for the adoption of the Address-in-reply.

On motion by the Hon. H. K. Watson, debate adjourned.

## CONSULTATIVE COMMITTEE

### *Withdrawal of Notice of Motion*

**THE HON. A. L. LOTON** (South) [5.31]: Mr. President, I ask leave of the House to withdraw Notice of Motion No. 1 standing in my name on the notice paper. By way of explanation, I have agreed that Mr. Simpson, who has been on a committee for the past two sessions, should make the necessary move to establish a new Standing Committee to maintain and safeguard the interests of members. I understand that Mr. Simpson will give notice of this motion on Tuesday next.

Leave granted.

Motion withdrawn.

*House adjourned at 5.4 p.m.*

# Legislative Assembly

Thursday, the 23rd July, 1959

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