

the industry deteriorates further the result will be felt not only in the South-West but in other areas as well.

The dairying industry is the developmental industry of the South-West and if it is not fostered and developed and helped over its "swaddling clothes" stage, we must ask ourselves, "What other industry can develop the South-West?" I do not know of one. On the other hand, we should not say, "Oh, well, if the dairying industry cannot make good we cannot do anything about it." We must tackle the problems of the industry and I think a great contribution towards the solution of them can come from increased production per acre rather than from an increase in price. I have endeavoured this evening to make some suggestions, on the basis that a reduction of costs might be achieved, and I have tried to indicate at least one avenue that might be exploited to increase our production in the dairying industry.

MR. OLDFIELD (Maylands) [9.40]: I would first like to express my deep regret at the untimely death of His late Majesty King George VI. In speaking to the Address-in-reply debate, I would begin by mentioning a very great problem which confronts this State at the moment, namely that of river pollution and improvements to the foreshore. Before we make any accusations concerning river pollution, we ought to be aware of the reasons for it. Apart from the trade wastes and effluent entering the river, we also have the stormwater drains contributing to it, while another factor is the soil erosion from the agricultural areas. The amount of refuse that is washed down the stormwater drains into the river, and the mud and silt from the agricultural areas, all act as fertilisers to the plant life in the river and also tend to pollute it by discoloration.

I am most anxious to see schemes adopted for progressive reclamation, the deepening of channels and improvements on the foreshore in order to assist in cleansing the river. As far as reclamation is concerned, in the past the people in charge have seen fit to put a dredge in, reclaim a strip of land and then place a concrete jacket along the foreshore. In many places what were natural sandy beaches have been reclaimed. Today we see certain parts of the foreshore with this artificial wall erected at the expense of the natural sandy beaches which in the past were ideal playgrounds for children in the summer. Some consideration should be given to this aspect when reclamation work is taking place. When people have thought about the river in the past they have thought about it as far as the Causeway; they never considered it further upstream than the Causeway. Nothing has ever been done—

Hon. A. R. G. Hawke: Hear, hear!

Mr. OLDFIELD: —or any assistance given—

Hon. A. R. G. Hawke: Hear, hear!

Mr. OLDFIELD: —to the authorities in those areas. I might mention that I am speaking now of Governments throughout history! These Governments have never given any encouragement to the local authorities representing those districts upstream to undertake any works for the improvement of the foreshore. About three years ago the Bayswater Road Board saw fit to undertake a long-range programme under which it was proposed to resume land on the entire foreshore within their municipal boundaries. Having decided on that course, the road board had a survey taken of the land to be resumed, which ranged from a strip two chains deep from the foreshore to, in places, five or six chains to provide for future parklands and playing fields along the foreshore at Bayswater. Although the survey has been completed and the board has decided on the land which it wishes to resume, owing to the restricted finances of the board it is not able to resume in one year, and consequently it will be many years before the final resumption is made.

That is an expensive item for the Bayswater Road Board which has a rapidly expanding district. The population has doubled in the last six years and the number of houses erected in the district has also doubled in the past six years. The point I am trying to make is that there is at least one authority—perhaps the only authority—in the metropolitan area that is aware of its responsibility to posterity in so far as the river frontage is concerned. The Bayswater Road Board, many members in this Chamber, and I myself agree that all citizens of this State should be entitled to have access to the river at any given point within the metropolitan area. I would like the Government, if possible, to give consideration to assisting local authorities in this resumption work.

One evening a meeting was convened by the Bayswater Road Board, comprising the Perth Road Board, the Bassendean Road Board and the Perth City Council, with a view to interesting them in doing work similar to that proposed by the Bayswater Road Board, namely, the eventual resumption of land on the entire length of the stream on the north side for a future riverside drive and parklands. The usual reply was received from the Perth City Council. The council was not interested; it was going ahead with its own scheme; it had received assistance in the past and was getting along nicely! The Perth Road Board and the Bassendean Road Board were both greatly interested in the scheme and wished to carry it out, but their finances would not per-

mit of that. So I feel that the Government in the near future should assist these people—

Hon. J. T. Tonkin: The Government has no money.

Mr. OLDFIELD: —before the values of this land rise too high.

Hon. A. R. G. Hawke: The Government's answer is "No".

Mr. OLDFIELD: In the Perth Road Board district a half acre block of 66 ft. frontage running about 350 ft. back to the river cost about £100 in 1945-46. A similar block today would be worth £900 to £1,000. So this land along the foreshore is being enhanced steadily in value, and the time is not far distant when the value will be too great for the Government or anybody else to be able to resume that land. The Perth Road Board is attempting to do something in the matter of the resumptions of land along the foreshore. A start has been made in regard to people whose land runs down to the foreshore and who are willing to grant that portion of their properties to the authorities for any future scheme. The Minister for Health is holding up the scheme because her department owns a block of 5½ acres on the foreshore, and land that is required by the board for its improvement scheme. As soon as that area is vested in the road board, some progress will be made with the scheme for river frontage improvement.

Mr. J. Hegney: What is the objection to making that land available?

Mr. OLDFIELD: The area was resumed years ago for certain purposes, and is still held by the department, although nothing has yet been done. The time has arrived when the Government should consider setting up an authority to take charge of matters concerning the river. It should be charged with responsibility for the investigation of the causes of pollution, and should work along lines of a progressive plan to effect real improvements. That task has never been really adequately tackled. There is in existence the Swan River Conservation Committee in which the member for Fremantle is interested. The people on that body have been doing very good work in a voluntary capacity. They are keenly interested in conserving the future interests of the river and devote much time to endeavours to effect improvements.

As a result of two or three years' work by the committee, the Public Works Department has been stirred into constructing a rake suitable for the collection of algae in the shallows. The problem confronting the committee is that it is not a recognised authority. In my opinion, the time is ripe for the Government to appoint a Swan River conservation trust, comprising one delegate from each of the local authorities whose boundaries reach the river fore-

shore, together with two delegates from the present Swan River Conservation Committee and a chairman to be appointed by the Government. The sooner a body of that type is appointed, the better it will be. Failing action along those lines, I would like some form of recognition accorded the present committee.

I will now deal with matters affecting my own electorate. In the last 12 months we have been hopeful of securing some gas extensions, but very little in that direction has materialised. I trust that during the next 12 months work in that direction will not be proceeded with as slowly as it has been in the past year. The Maylands East district has been fully developed and built on for the last 20 years, yet it is still without adequate gas services, and there have been no extensions there for over 16 years. The residents are still awaiting sewerage facilities, none of which have been provided for 20 years. I hope the Minister for Works will allocate some money this year for sewerage works in that area, and also for gas extensions. Another sewerage problem concerns the Inglewood area, north of Beaufort-st. Last week I asked the Minister for Labour a question regarding taking the necessary steps to include "noise" as a nuisance under the Factories and Shops Act, and the Minister replied that it would be quite impracticable to define the term "noise" under that legislation. In my opinion it is not impracticable, for I can assure the House that a noise can be a real nuisance.

Mr. J. Hegney: Too right!

Mr. OLDFIELD: Especially when the member for Middle Swan interjects! Anyone associated with local governing authorities must be aware of what a nuisance a noise can be to ratepayers, because of the complaints that are so frequently received.

Hon. A. R. G. Hawke: The first difficulty would be to decide how you would define the word "noise" in an Act of Parliament.

Mr. OLDFIELD: I am trying to explain what I mean. For instance, it could be an excessive noise, or it could be a noise such as that caused by unmuffled blowers. For some reason, the Town Planning Act permits certain industries to be carried out in a shopping area. Throughout the metropolitan area, the Town Planning Commissioner has designated certain blocks as shopping areas. This has been largely for the convenience of housewives, so that there can be grocers', butchers' and other shops close handy. In recent years, however, the provision of service stations in these areas has been permitted with the result that panel-beating is carried out in those places. In each instance where garages have been erected in shopping areas and panel-beating is carried on, it has been within a residential area.

I trust that the Minister will see that the Act is amended so that noises may be brought within the scope of the legislation where practicable. In Maylands, there is an area that has been almost fully developed residentially. Yet suddenly the people find that the erection of a factory is permitted alongside their holdings. In one instance, the factory has a blower that creates an excessive din. These unfortunate people have to suffer that noise all the time the factory is operating, and they will have to suffer the same annoyance on Saturday mornings, should the factory operate then, and should it work a night shift the excessive din will continue. I trust the Minister will look into this matter.

Next I come to the question of trafficators. Today I asked the Chief Secretary a question to ascertain whether he had any objection to altering the traffic regulations to enable trafficators to be used. I hope that he will give this matter serious consideration. I know that the Traffic Department officials have no objection to the use of trafficators other than that the regulations require that when a driver is making a right-hand turn, he must signal by extending the right arm horizontally. Most modern cars have trafficators installed. The driver has merely to touch a small lever on the steering wheel and a little arm shoots out and shows a light. On a wet night, this is a much better signal than the extended arm, particularly if the driver is wearing a glove. With the trafficator, the light comes on and the signal can be seen distinctly.

On a wet night, some drivers take a risk and make a right-hand turn without signalling whereas, if the use of the trafficator were authorised, they would use it. The difficulty is that if a driver used the trafficator, he would be liable to prosecution for a breach of the regulations. There is another point in favour of using the trafficator; when a driver signals by extending his arm, he runs the risk of injury if another vehicle passes close to him. I cannot see any objection to authorising the use of the trafficator in lieu of the hand signal. The light is reflected in the car and the driver would be fully aware if it were not working properly. Trafficators have always been recognised in Great Britain, and now New South Wales, following some years of agitation by the local authorities, has decided to recognise them.

Hon. E. Nulsen: Do those places recognise signals given by the extended arm as well as by the trafficator?

Mr. OLDFIELD: Yes. The regulations should be amended to permit of the trafficator being used in lieu of the extended arm. Whether trafficators should be used during the hours of daylight, I do not know.

Hon. E. Nulsen: They are too short to give a good signal.

Mr. OLDFIELD: Yes, but at night-time, the light makes them more satisfactory than the arm signal. I hope that we shall follow the lead of New South Wales and permit the use of trafficators. I certainly hope that they will not be put on the same plane as electric petrol bowlers.

Another traffic matter is that relating to tail-lights and switches. For many years we have required the provision of an independent switch for tail-lights operated at the rear of the vehicle and not from the dash-board. I think this regulation was introduced for two reasons—one, to compel the driver to get out in order to switch on the tail-light and thus ensure that it was operating properly, and the other to guard against a driver who had been involved in an accident switching off the tail-light from the dash-board and driving away before his number could be taken. If a switch is provided at the rear of the vehicle, there could still be a switch on the dash-board. By requiring an independent switch operated only at the rear of the car, people in winter time may omit to get out in the rain and switch on the light and, before they know where they are, they are held up by a traffic constable. There is also the risk of a car not showing a tail-light being run into by another vehicle.

On various occasions references have been made to the railway bridge at Maylands and requests have been advanced for its replacement by a ramp. The structure was approaching a dangerous state and amongst the people who use the bridge across the railway are a number of the blind. It is recognised that a ramp would be more convenient also for women with their prams. When I asked a question on the subject, I was informed that the bridge would do service for a few more years and that it could not be replaced while timber was so urgently needed for house-building. Well, we have reached the stage where the supply of timber is no longer a problem, and I appeal to the Minister to have the bridge replaced with a ramp as expeditiously as possible.

Another thing for which the Maylands people are waiting is the installation of a flashing light warning signal at Caledonian Avenue crossing. This has been promised for 2½ years. I understand that the delay has been due to the need for obtaining special equipment for this crossing as trucks are shunted there and experiments will be necessary to test its effectiveness while night shunting is in operation. Steps should be taken to hasten the delivery of the requisite equipment. The order was placed two years ago and it is time the equipment was here. The Government should place orders where it can be sure of getting them supplied within a reason-

able period. The equipment for two railway crossings is not much of an order, considering the amount of material we have been importing from overseas in recent years. I am sure the member for Fremantle would support me in this matter.

Mr. Lawrence: I doubt it.

Hon. A. R. G. Hawke: Would the Treasurer support you?

Mr. OLDFIELD: He has treated me pretty well.

Hon. A. R. G. Hawke: It does not sound like it.

Mr. OLDFIELD: Another improvement eagerly awaited is the replacement of the No. 18 tram by diesel buses. The scheme which has been envisaged there for some time, and will undoubtedly come into being as soon as that replacement has occurred, is the linking up of the Beaufort-st. route with the present Francis-st. bus route, thereby bringing about a circular route through Inglewood, Bayswater and Maylands. Now that the Perth Road Board has completed the construction of Queen-st. and Stone-st. through to Garrett-rd. the Caledonia-rd. bus can be extended through Garrett-rd. and, as soon as we can get the road built from Garrett-rd. eastwards, the transport service can be extended to the territory of the member for Middle Swan, thus meeting the requirements of his constituents between Guildford-rd. and the river. Recently it was announced through the Press that a zone system had been evolved for metropolitan transport.

Hon. A. R. G. Hawke: Passenger transport.

Mr. OLDFIELD: I understand from what I read in the Press that the zone system is meant to do away with overlapping of transport services and will lead to more efficient transport and ultimately cheaper fares. The proposed zone system is an admirable suggestion, but I do not think it goes far enough. It still does not deal with the through-routing problem. When a zone system is set up, I hope that instead of one group of operators being given a certain zone to look after, they will be given one zone on one side of the city and another zone on the other, so that all their transport will run through the city.

It might be argued that some difficulty would arise for people operating 400 buses a day on a Perth-Fremantle service, and that they could not be given an opposite zone where only 200 buses a day would operate. But such operators could be given two 200-bus-a-day routes on the other side of Perth, and one bus coming from Fremantle could go over one route and the next over the other and so on. That would deal most effectively with through-routing. It is being done in Melbourne on a large scale. I consider that one solution of our traffic problem lies in through-routing.

At present, anybody who wants to travel from one suburb to another has to come to Perth, and there is considerable congestion at peak periods and at weekends caused not through people coming either to work or entertainment in the city but by people wanting to pass from one suburb to another. Take the position of people from my own electorate! If they wish to travel west of the city, they have to alight from transport at Bridge-st. and take that frustrating walk from there to Newspaper House. That occurs also to people travelling from the west of the city to the eastern suburbs.

If that transport were through-routed there would be no need for people to alight from buses and walk through the city to catch other transport. There is one inter-suburban bus service proceeding to Belmont and running through Guildford-rd.; Slade-st., Bayswater; Inglewood, Mt. Lawley, North Perth, and Leederville to Subiaco and back through Nedlands. That is the only inter-suburban service we have. When operators are given zones, I would like to have them charged with the responsibility of providing adequate inter-suburban services.

I realise that until recent years that would have been uneconomical in certain places. But today the Bayswater road district, for example, has doubled its population and the number of homes erected in that area has been doubled in the last six years. I think that the progress in Belmont would be even greater. The member for Canning and the member for Middle Swan can probably tell members more about those areas than I can. They realise the vast expansion which has occurred in their districts. It is only natural that when population increases and residential development and industrial expansion take place on such a scale, efficient inter-suburban services become more than ever necessary.

There are many people living in the eastern suburbs on the north side of the river in Maylands, Inglewood and Bayswater who are working in Belmont, Riverdale and Welshpool. Such of them as have to travel by public transport have no alternative but to go through Perth, and those who work at Welshpool have to travel five or six miles further than is necessary. Anybody travelling from Maylands or Bayswater to the new industrial area at Belmont along the Great Eastern Highway has to go first to Perth and then proceed to Belmont, travelling from 10 to 12 miles, when by an inter-suburban service they would have to journey only two miles.

When the existing inter-suburban service was first mooted, a timetable providing for a bus every half-hour was suggested, and that was scoffed at in certain quarters. People expressed the view that the com-

pany would be bankrupt in three months. Far from going bankrupt, the company within three months found it advisable to improve the service from a half-hourly to a 20-minute service, and to put on additional buses at peak periods. This service has been in operation for three years, and when we consider its success we can realise the possibilities of inter-suburban traffic operating through highly industrialised areas and expanding residential districts such as Bayswater, Mt. Lawley, Mt. Hawthorn, Joondanna Heights and Scarborough or Floreat Park. I would have no fear of the economic success of an inter-suburban service through these districts. We are rapidly arriving at the time when we should abolish a few of the boards which administer various items of produce.

Hon. J. B. Sleeman: Tell us something about the Potato Board.

Mr. OLDFIELD: That is one which could well be done away with.

Hon. J. B. Sleeman: Hear, hear!

Mr. OLDFIELD: It is time some boards were thrown out because they are only ham-stringing industry by preventing efficient competition. A classic example of a board that was abolished was the Apple and Pear Board. We all know the quality of the fruit we got under its administration, and we realise the prices we were charged. Prior to its abolition, that board was kept in existence despite protests from the consumer, the producer, and the distributor. Since it has been abolished everyone connected with the apple industry, including the consumer, has been very happy.

Mr. Hill: If we had not had the board during the war, there would have been no apple industry today.

Mr. OLDFIELD: An army of a million people is necessary in wartime, but not in peacetime. That is no argument. Direction of manpower is necessary in wartime, but no member here would say it is needed now.

Hon. A. R. G. Hawke: You supported a Bill the other night which provides for it.

Mr. OLDFIELD: The sooner we abolish some of these boards, the happier will be not only the producer and the distributor, but also the consumer. The only person who ever seems to be considered by these boards is the producer. The poor old consumer, the man who pays the piper, is never considered. The Potato Board does not consider him.

Mr. Lawrence: What about the middle-man?

Mr. OLDFIELD: The board still provides for the middle man. The consumer has to take whatever is foisted on him by the board in the way of prices and quality. The Egg Board is another that should be dealt with.

Mr. J. Hegney: What about the law of supply and demand that we hear so much about?

Mr. OLDFIELD: All that boards do is to defeat the natural operation of the law of supply and demand.

Hon. A. R. G. Hawke: What is natural about it? The natural law of supply and demand was butchered 30 years ago by monopolies, semi-monopolies and cartels.

Mr. OLDFIELD: I think it is still in vogue.

Hon. A. R. G. Hawke: Where?

Mr. OLDFIELD: It still plays a part in everyday life.

Hon. A. R. G. Hawke: Where?

Mr. OLDFIELD: In the Metropolitan Markets, three mornings a week.

Hon. A. R. G. Hawke: Mr. Cruikshank does not think so.

Mr. OLDFIELD: Mr. Cruikshank does not or cannot think.

Mr. Lawrence: I beg your pardon.

Mr. OLDFIELD: He may be able to convince the member for South Fremantle. They might think alike.

Mr. Lawrence: That is so, too, especially on the law of supply and demand.

Mr. OLDFIELD: I trust that something will be done in the near future to abolish some of these boards. I feel the general public is not happy about them, and I hope the Government will review each and every one of them, with emphasis on the Egg Board, the Potato Board and the Onion Board.

On motion by Hon. J. B. Sleeman, debate adjourned.

House adjourned at 10.37 p.m.