

which not only imposes additional work on the local authority and its plant, but also means that such machinery cannot be used on other maintenance work in the area for which it is responsible.

Another problem confronting local authorities, regarding which representatives of the South-West Road Board Association have approached me, is the supply of blue metal. At present the source of supply is Brunswick Junction. In most instances in my electorate the cost of carting the blue metal is greater than that of the metal itself. Assistance could be given by the Government in this matter without a great deal of expenditure because the Government itself has to use considerable quantities of blue metal. I point out that this metal could be obtained at Bridgetown and it is only a matter of overcoming the problems of quarrying and crushing. If that source at Bridgetown were exploited not only would local authorities obtain their blue metal requirements considerably cheaper, but the Main Roads Department and the Railway Department would also benefit although, normally, blue metal is not used for ballasting.

There is one last point I would like to make. I was rather disappointed, after putting forward the suggestion to the Premier and the Minister for Agriculture that we may possibly obtain the services of American research workers by requesting them to make a visit to this State, that such an opportunity was not availed of. I made the opportunity available to the Government in this way: I have a sister who is a research worker and who won a scholarship in America and whilst in that country she discovered that Americans are not only anxious to assist visiting research workers, but also are prepared to send their officers to such places as Western Australia to give us assistance on the spot.

However, they are finding that these research workers and other people of that nature are not appreciated in other countries because they are not able to take advantage of the facilities offered, but a country such as this could do so. The suggestion I put forward was one that would not involve the State Government in any expenditure. All that was required was that the State Government should show some interest in the matter, get in touch with the people concerned in America and ascertain what could be done. However, nothing was done about it. It seems to me that the Government should be more aware of the necessity of agricultural research in this State than it seemed to be when dealing with this particular matter.

MR. ANDREW (Victoria Park) [9.17]: You, Mr. Speaker, may have noticed that earlier this evening there was quite an audience in the gallery and I was beginning to flatter myself that they had come along to hear the member for Victoria Park make his maiden speech in this Chamber, but I can say now that I am

very disappointed. However, returning to a more serious vein I wish to congratulate the member for West Perth on the very interesting speech he made this evening. There is no doubt he must have spent a considerable amount of time in the preparation of it and it also shows that he travels around his electorate a great deal. I also wish to extend my congratulations to the member for Gascoyne on the extremely fine speech he made last Thursday evening. I, for one, knew a considerable amount more when he finished than when he started.

I am thinking that in both those electorates the constituents will have very good representatives who will look after their interests well. When I contemplated making this, my initial speech in this House, I was going to speak only on Victoria Park, but sooner or later I will have to enter into general debate and, to some extent, I intend to do so tonight. Earlier last week the Deputy Leader of the Opposition made a statement in which he said he hoped the new members—he spoke in the plural so he must have meant those on the Government side—would not feel frustrated. I was wondering why he should make such a statement, because I assure him that no pressure was placed on us to speak or to refrain from speaking and I am sure that such pressure will not be brought to bear on us in the future.

Of course, we intend to assist the Government in any way possible. For example, when members of Cabinet desire something put through quickly they do not want members to become verbose. In that way we will co-operate and the Deputy Leader of the Opposition can be assured of that. Another point in the Deputy Leader's speech which rather intrigued me was that he said, "I hope that new members are not biased politically." I was wondering what he meant by that. Does he mean that we are not biased if we think much along the same lines as he does or that we are biased if we do not? I think an unbiased person is one that obtains all the facts he can, makes his deductions from them and arrives at a conclusion. If he does that correctly he must have come to the correct finding and I think that is why we are in the Labour Party; we do just that.

The member for Maylands, and I think the member for Claremont, mentioned main roads. I am rather interested in main roads and I do know that the Albany Highway which passes through my electorate is much too narrow and will have to be attended to as soon as possible. While in the Eastern States I made a few inquiries and saw some of the highways in those States and was extremely interested in what was done in South Australia.

They had the same trouble with their highways out of the capital as we have with ours, in that they are not wide

enough. They have made some wonderful highways and the Clerk of the Council sent me the Act under which this was done. In some of the streets they have the building alignments set back a number of feet. In one street it may be seven feet, in another 14 feet, and in another 16 feet. There is one that is 17 feet back and I think the greatest number of feet at which the buildings are set back is 20. Those figures are, of course, doubled and this gives an extra width to the highways.

We will have to make similar provision in Western Australia for the highways leading out of Perth. When I first gave thought to this problem I said I was thinking only of Victoria Park but my ideas have expanded since then. I believe we will have to widen that particular highway considerably and will have to set back the new building alignments at least 12 feet giving an extra width of 24 feet. That is the minimum; it could be more with advantage. The member for Maylands spoke about Guildford-rd. To all intents and purposes that is a highway because it carries a tremendous volume of traffic.

In my opinion an overall plan should be prepared for the highways leading out of the capital so that we will have something to work on in the future. The excuse cannot be offered that there is not enough money at present because it will cost very little to set back the building alignment of new buildings. When that is done and the time arrives to widen the highways, only the fronts of old buildings will have to be broken down.

There is another matter in which I am interested and which I took some trouble to investigate, and that concerns traffic lights. The member for Claremont mentioned that a traffic light should be installed at the corner of Bayview Terrace and Stirling Highway and from what I have seen of it I agree with him entirely.

Hon. C. F. J. North: I am glad you support that.

Mr. ANDREW: I will support anything I believe to be right. I have the impression, and I think I am right in saying that most people have it too though I may be mistaken, that once traffic lights are installed it is not necessary to have pointsmen, and that the traffic lights will do the entire job, but that is not so. Every capital in Australia I visited had pointsmen and in some of the spots where they had traffic lights. That is certainly so in Melbourne. It was found necessary to have pointsmen in addition to the traffic lights during the heavy peak periods.

While I was in Sydney I spoke to several taxi drivers who, as we all know, are men with a great deal of experience in heavy street traffic. I said to two of them, "Which do you think is better, pointsmen or traffic lights?" My friend who was a

passenger with me was all in favour of traffic lights, but the taxi driver said: "If anything, the pointsmen are better than traffic lights." I replied that he must have a reason for saying so and asked what his reason was. He said, "Pointsmen are able to use their discretion whereas, of course, automatic traffic lights cannot. For instance, if the traffic is heavy in one particular direction he may allow a little more time for it to get through. There may also be the case of a lorry coming up a fairly steep slope and the pointsman seeing the vehicle approaching will let it go through more often than not, whereas the lights would automatically turn to danger and prevent the lorry from proceeding. This, of course, would cause considerable difficulty to the driver as he would have to re-start the vehicle and possibly hold up the traffic behind him."

I am not against traffic lights; I do not want to give that impression. They will serve a good purpose but they are not the be-all and the end-all of our troubles. For instance, I think they would be very advantageous at the corner of Bayview Terrace and Stirling Highway. At that corner there is practically a continuous flow of traffic along the Highway and they would be able to control the traffic coming in from either side. In New South Wales quite a number of green trip lights are in use. They are most effective, but the odd person who wants to cross the highway has sometimes to wait a long time to do so especially when there is a continuous stream of traffic.

There is another type of light which I think would be very useful in such places as the East Victoria Park School and across the Albany Highway. I refer to manual lights. They are used during the busy periods when the children are entering or leaving school. They are operated by monitors—most of the monitors are girls—who go out and work these lights manually. When the children are about to cross the operator turns the red light on and the kiddies are able to cross safely. The monitor has been given her instructions in that direction and after the children have got across she then switches the light back again and the traffic proceeds, and so on. In the outer suburbs this is sometimes done by means of flags and I believe there is a heavy penalty for any motorist who disregards these signals. In these cases the children merely wave the flags and are thus able to cross the road.

I have been very interested during the debates on both the Supply Bill and the Address-in-reply to note the very good speeches that were made. The Leader of the Country Party, the member for Stirling, made an excellent speech, and while I did not agree with some of his arguments and his conclusions, I did appreciate the manner in which he spoke. He

was clear and concise and made his points very well. He is well worth listening to. On the other hand, some members did not tell the whole story and I wish to place it before the House, particularly with reference to what was said about the large part played by country folk.

We have heard it stated very often—I have listened to candidates deliver their speeches during election campaigns—that the town lives on the country. As I suggest, that is only part of the story, and I will tell the House something more about that later on. When I was living in Herne Hill—that centre is in the member for Toodyay's constituency, and that hon. member was present at the time—a Federal Country Party member, in the course of his electioneering campaign, made a speech in the local hall. He repeated the statement about the town living on the country, about the country folk not receiving adequate consideration, about the effect of tariffs and so on. In the course of his speech he said to those who were listening to him, "You are here producing wealth for the country. Why do not the people of Perth come out here and produce, too?"

After the meeting, a friend said to me, "That was quite a good speech, was it not, Hugh?" I replied, "Do you think so?" My friend said, "I do." I said to him, "What about when he said the city people should come here and produce like us?" He said, "What is wrong with that?" I replied, "You know that at present we cannot sell our products. Yet he says that they should come here and produce as well. If we had two Perths, we would be better off. It is no good producing unless there are consumers and we get our consumers mostly from the towns".

There is another factor, which is that a great many of the amenities enjoyed by people in the rural areas would not be available unless the towns existed where the amenities were manufactured. People living in the towns are producers in that respect, and that all tends to help the people in the country districts. I will illustrate what I mean by that later on. Suffice it to say that the country would be poorer off were it not for the amenities manufactured in the towns. All powerful countries are industrial countries. America is a great agricultural country but she derives her power from her industrial production. That applies equally to England and Germany, as well as to Russia. The last-mentioned country has attained its power because of its industrialisation. It is a huge country but when its activities were primarily agricultural, it was not powerful, despite its immense area. The more it became industrialised, the more powerful it became. So it is that Australia must become industrialised if it, too, is to become powerful. The argument that applies to other countries is applicable equally to Australia.

Throughout the world today attention is being devoted to the development of destructive aids. We have the atomic bomb and now we have another more dreadful weapon—the hydrogen bomb. It is stated that if we have another war and we have maniacs silly enough to make use of these weapons, whole towns will be destroyed, and there are those who, on the other hand, would outlaw war itself. It has also been stated that in countries where the towns are destroyed as a result of the use of these bombs, the people will go back to a primitive state of living. I think this is correct and demonstrates the reliance of the country on the towns for much of its requirements. I want to make it clear that I do not desire to criticise Country Party representatives, but I think they should present the whole story and I have stressed this particular point for that reason. If we had only farms, our people would revert to the most primitive state of living. We must have men living in towns who are also producing commodities that both the country folk and the townspeople are needing. One section is of no avail without the other.

Next I would like to say a few words regarding the Victoria Park electorate and the adjoining districts south of the river in general. When the metropolitan area commenced its development, progress was made on the northern side of the river to a greater extent than elsewhere. The main railway line was from Fremantle, through Perth to Midland Junction, and most of the development and settlement proceeded along that line. Very few people were resident south of the river. In consequence, there was developed, at government and local government levels, the thought that the areas south of the river were unimportant. That is why we have not received the consideration we should have, which arises from the fact that the authorities have got into that way of thinking.

I believe Victoria Park is the largest suburb in the Commonwealth. At any rate, it is certainly the largest in Western Australia. It has the largest population and within its confines are undertakings that are necessary to the economy of the State. Taking the area from Victoria Park to the Canning River, and along Guildford rd. to Armadale, that district contains about one-third of the population of the metropolitan area, and about one-sixth of the population of the State. The residents have practically no amenities to speak of, apart from schools and such-like. In Victoria Park we have the largest primary school—I refer to the East Victoria Park school—and another large school at the city end. I am subject to correction when I say that we have the largest secondary school in that area. It is situated in the Canning electorate although it is in Victoria Park.

As I indicated earlier, we have a very large population in my electorate, yet we have not south of the river any hospital, apart from one at Belmont which has 27 beds. The member for Canning and I took a deputation to the Minister for Health a little while ago to discuss the question of securing a hospital site. The Minister has promised that he will acquire one for a major hospital to be built at a later date. We know that it cannot be provided for some time to come because of financial considerations, but I am glad that the Minister for Health recognises the necessity of making provision for that institution and that we shall ultimately attain our objective. The people of the area I refer to certainly have a right to the facilities provided by a major hospital.

I have already mentioned the Albany Highway and I shall next refer to Shepperton-rd. Ever since I have been member for Victoria Park, I have endeavoured unsuccessfully to obtain the provision of safety approach signs for that road. The local branch of the A.L.P., of which I was president for some years, also made endeavours to secure the provision of signs along Shepperton-rd., which is one of the most dangerous in the metropolitan area. For the amount of traffic carried, there are more accidents on that two or three miles of highway than on any other highway in the State. The accidents number over 100 a year.

Some years ago I endeavoured to get post signs erected warning people of the major highway. The Perth City Council was communicated with, but refused to acknowledge any responsibility in that direction. The Main Roads Board adopted a similar attitude, and the Traffic Branch disclaimed jurisdiction in the matter. I understand that the Traffic Department did put stencil signs 50 yards back from the intersection. There is a move to get that road restored to a class "B" thoroughfare, but I do not think that would provide a remedy. Albany Highway is comparatively narrow and we must have the other highway to relieve the traffic.

I think the best approach to the problem would be to make the road safe. Recently I saw men putting up some signs and I asked them who they were. They said they were acting for the Junior Chamber of Commerce, and I told them I considered they were doing a good job. I think it is a reflection on the responsible authorities that another body should have to undertake this work. However, the Junior Chamber of commerce has done it and deserves our commendation.

In 1947, we were told that the Causeway would be built in three years, but it is a long way from being completed even now. I do not know the cause of the hold-up, but I have been told that the engineers are waiting for the silt to settle. I do not claim to have any knowledge of engineering, but it seems to me that if they completed the building up process, the greater

weight would cause the silt to settle much more quickly. It is important that this work should be completed because there is considerable congestion of traffic going to and coming from the south side of the river.

I have given instances of how Victoria Park has been neglected. We have the Perth football team which is really the Victoria Park team but we have not an enclosed oval to accommodate it. The only part of Perth that comes into it is the playing field itself. We have bowling greens which can accommodate only one third of those wishing to play, but as for tennis courts, excepting for a few on the river front, we have none. We have practically none of the facilities that a district like Subiaco has. That district has playing field amenities, but if our young men and women wish to indulge in sport, they have to go out of Victoria Park to do it. What I am aiming at is to get the local authorities to take action in this direction.

Drainage is a problem that does not affect Victoria Park very greatly. There is some low land at the other end of the district that cannot be drained except by deep drainage, but I think that would affect the Canning and Middle Swan areas more than Victoria Park. However, that drainage work must ultimately be carried out. I am hoping that the authorities concerned will take notice of the needs of Victoria Park which should receive sympathetic consideration. It seems to me that when these matters are being considered, the attitude is, "They think of this side of the river but not of the other side."

One thing that should make Victoria Park of greater importance as time goes on is that it lies between the capital city and the richest and most prosperous part of the State, namely the South-West. If we can get good wide highways and have the foreshore beautified and be provided with the other amenities that I have mentioned, it will be a very important centre. When that time comes, many people will not bother to travel to Perth to transact their business but will do it in Victoria Park.

I believe that in time huge apartment houses will be built along the river front because they will be so convenient to Perth. It is only two miles from the near side of Victoria Park to the Perth Town Hall, and I feel sure that in years to come we shall witness such progress that this district will ultimately come into its own. At any rate I hope that it will; for my part, I have done my best to that end.

On motion by Mr. Ackland, debate adjourned.

House adjourned at 9.48 p.m.