

and one or two other nations on the one side, and Germany, Japan and Italy on the other. There might be a difference of opinion as to whether that war is still existent. My legal friend, the Acting Premier, might be able to tell the House with more clarity than I just exactly what would terminate that war, and what are the peace treaties necessary between one group of nations and the other group and between individual nations on the one side and individual nations on the other.

However, for all practical purposes, it may be regarded that that Act no longer exists because the several sums which were held in trust under its provisions at one time have been drawn upon during the past four or five years. The fund was established not for any special expenditure, but merely to gather up the incomes of the several local authorities which they were unable to spend because neither men nor materials were available. There is no need, I think, to go further than that. There are certainly one or two other minor provisions in the Bill but each of them, in turn, has a plain bearing on the principle to which I have been referring. I move—

That the Bill be now read a second time.

On motion by Hon. A. R. G. Hawke, debate adjourned.

House adjourned at 6.4 p.m.

Legislative Council.

Tuesday, 19th September, 1950.

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

ADDRESS-IN-REPLY.

Fifteenth Day—Conclusion.

Debate resumed from the 13th September.

THE MINISTER FOR TRANSPORT (Hon. C. H. Simpson—Midland) [4.34]: In terminating the debate on the Address-in-reply, I first desire to thank sincerely members who have expressed their best wishes at my elevation to the position of Leader of this House. I take particular pride and appreciation in my appointment when I consider the calibre of my predecessors during the 60 years that have elapsed since the inception of responsible government. The exigencies of politics retained some of these gentlemen in the position for but a brief time, while others served with distinction for lengthy periods.

It may be of interest to members to mention the names of these past Leaders of the House. They were: Hons. George Shenton, 1890-1892; Stephen Parker, 1892-1894; Edward Wittenoom, 1894-1898; George Randell, 1898-1901; Charles Sommers, 1901; Matthew Moss, 1901; Adam Jameson, 1902; Walter Kingsmill, 1902-1904, and 1905-1906; John Drew, 1904-1905, 1911-1916, 1924-1930, and 1934-1936; James Connolly, 1906-1911; Hal. Colebatch, 1916-1923; John Ewing, 1923; Charles Baxter, 1930-1933; William Kitson, 1936-1946; and Hubert Parker, 1947-1949. Members may be assured that I will do my utmost to emulate the examples set by these gentlemen and to serve the House with all the ability of which I am capable.

I, too, wish to express my sincere regret at the loss members of this House and the State sustained in the decease of the late Hon. Charles Baxter, a past Leader of this House, and a kind friend and wise counsellor. It is with regret also that I refer to the fact that, with the passage of time, Messrs. George Miles and Alex Thomson decided not to stand for re-election. These two gentlemen served their State well and faithfully as members of Parliament for lengthy periods, Mr. Miles representing the North Province in this Chamber from 1916 until this year, and Mr. Thomson being a member of another place from 1914 to 1930, and a member of the Legislative Council from 1931 onwards. These are indeed very fine records.

We miss the presence too, of Mr. Harold Daffen, who was elected to this House in 1947 on the decease of the late John M. Drew, but who was not successful in retaining his seat at the elections this year. The ebb and flow of politics have brought four new members to the House this year and I congratulate them heartily on their election. It is a distinct pleasure to older members to see the names of Baxter and Thomson again on the roll of members of this Chamber, and we hope to receive from them, in due course, service of the nature given by their fathers.

With regard to the debate on the Address-in-reply, I want to thank members for their interesting and instructive contributions. I am not one who believes that the speeches on the Address-in-reply are a waste of time. I know that they are regarded seriously by the Government and that many of the suggestions and criticisms contained in them have borne fruit. It may not be possible always to put such suggestions into effect immediately, but they are placed on record and when the occasion permits they are taken advantage of.

As usual, members took the opportunity this year to traverse a variety of subjects, some of which are not within the ambit of the State Government but come under the jurisdiction of the Commonwealth authority. It is my intention to reply to as many matters as possible; but if any member should feel that I have neglected or failed to answer satisfactorily any subject in which he is interested, I shall be only too happy, if he wishes, to endeavour to obtain for him the information he requires.

Regarding education, Mr. Jones, in his capable maiden speech, suggested that a mobile unit be provided to visit the smaller schools to teach domestic science and manual training subjects. The Education Department already has this matter under consideration. Particulars have been obtained from Queensland where these units are working with success, and attention is being given to the development of a similar scheme in this State, having due regard to conditions peculiar to Western Australia.

In his usual interesting contribution to the Address-in-reply, Mr. Gray eulogised the Commonwealth Government's plan to provide school children with free milk. I can assure him that the State Government recognises that the provision of free milk daily to school children must be beneficial, and is aware that surveys taken over years in England have established the fact that better health and physique of children have been the result. The Government intends to co-operate with the Commonwealth in its proposed scheme, and to this end the Deputy Director of Education has attended a conference at Canberra to discuss the organisation of the plan, which has also received attention at the Premiers' Conference.

Concern was expressed by Mr. Gray in regard to the diet of school children, and he urged the Government to take steps to ensure that children obtain a nourishing, midday meal. He quoted the excellent example set by the headmistress of the Mt. Hawthorn Infants' School, respecting the preparation of a properly balanced lunch for her pupils, and suggested that such a scheme be adopted in other centres. He referred to the scheme in operation in Great Britain and felt that a similar system might well be adopted in this State.

The Government is fully alive to the importance of diet, and, through the Education Department it has encouraged parents in school groups to provide well-balanced lunches for their children. The Government is at fault with the British Government's scheme of free lunches, and considers that the economic and food conditions of Britain render Government action of this nature necessary in the interests of the growing generation. It does not feel that similar action is required in this State, where food supplies are more adequate, but proposes to continue to encourage and stress proper diet. At present there are upwards of 17 large centres where Oslo lunches are regularly supplied by parents. Mr. Gray may rest assured that the diet of school children is given constant attention by the Education Department and by the medical officers of schools.

In a brief reference to education problems on the Goldfields, Mr. Boylen mentioned that grave concern was occasioned by the overcrowding of classes. He suggested that if supply teachers were engaged, some of the classes could be halved. I am afraid that the Education Department does not share the hon. member's misgivings on this subject. The department states that every school on the Goldfields is generously staffed, and, by normal standards, several are overstaffed. It points out that all Goldfields schools are better staffed than those in the metropolitan area. So far as supply teachers are concerned, there are a number on the Goldfields who are available for service should they be required.

A plea for further Government assistance to kindergartens was made by Mr. Fraser. He stated that prior to last year a Government subsidy of £4 per child was paid to each kindergarten committee, the members of which were in turn responsible for teachers' salaries and all other expenditure such as that on milk, fruit, toys, etc. Mr. Fraser went on to say that last year the Kindergarten Union took over payment of teachers' salaries and retained the Government subsidy as an offset against this expenditure. He averred that the extra expense to small kindergartens, apart from teachers' salaries, would be about £50 per term, and he suggested the Government consider making assistance direct to the kindergartens. I am afraid that the business relationships between the Kindergarten Union and its affiliated centres are a domestic matter, which is governed by the union's constitution, and over which the Education Department has no control. Apart from this, Government assistance during the past two years has been generous.

It is a fact that, prior to 1948-49, an annual subsidy of £4 per child only was granted. However, early in 1949 the Government agreed to finance the union in

respect of its anticipated commitments for the year 1948-49 to the following extent:

	£
Subsidy of £4 per child	2,700
Grant towards administration	1,000
Contribution to payment of teachers' salaries	2,000
Repayment of students' fees	650
Contribution to cost of students' training	2,000
Establishment of new country centres	500
Total	£8,850

So much of the year had passed when approval of this increased subsidy was given that the union's claim for that year amounted to £5,373 only. However, for the year 1949-50 claims amounting to £15,094 were met. During the past two years, grants at the rate of £100 were paid for new country centres, established at Carnarvon, Merredin, South Kalgoorlie, Lamington, Geraldton and Kojoonup. Of the £20,467 paid to the union during these two years, £6,144 represented the grant of £4 per child per year. I trust that this information will be of interest to Mr. Fraser and will reveal to him that assistance to the kindergarten movement has been increased substantially since the present Government came into power.

While praising the value of the tuberculosis allowance, Mr. Fraser drew attention to a phase that he considered should be discussed with the Commonwealth authorities, who, of course, finance the allowance. The hon. member took as his example a married man without children, whose wife and himself would be allowed to supplement the tuberculosis allowance of £6 10s. per week by earning a maximum of £4 per week between them. Any income in excess of this would reduce their allowance by a like amount, but, when the income reached £6 10s. per week, the allowance would cease, leaving the patient and his wife in receipt of less than the basic wage.

This aspect is one to which much attention has been given by the officers of the State Public Health Department. It has been the subject of many conferences and representations to the Commonwealth Government. The Commonwealth, however, is adamant, and points out that it is faced with the difficulty of permitting a larger degree of earnings in relation to tuberculosis sufferers than is allowed to other classes of pensioners. So far, it states, it cannot depart from the standards provided for all recipients of benefits from the Social Service Fund. Despite the Commonwealth's attitude, the State proposes to continue its representations for a more generous attitude towards the earnings of convalescing tuberculosis sufferers.

Hospitals received their usual attention from members, who, I am pleased to know appreciate the difficulties which beset the Government, and which every effort is being made to overcome. Mr. Gray complained that, although extensive publicity had been given to the proposals for the Royal Perth Hospital, no indication regarding extensions to the Fremantle hospital had been submitted to either the board of the hospital or to the citizens of Fremantle. The hon. member said that the people of Fremantle had a right to demand from the Government that plans be prepared and information supplied.

The hon. member's statements are not entirely in accordance with the facts. For this, however, I do not blame him, and I take this opportunity of acquainting him and Mr. Davies, who spoke in similar strain with the full position. They, without doubt, will agree with me that the problem of the extension and improvement of the Fremantle hospital is a particularly difficult one. The existing institution has been built in bits and pieces, all sorts of emergency provisions have been made, and the result is an agglomeration of buildings, which only by courtesy could be regarded as an adequate hospital.

Some months ago it was decided that the eventual capacity of the Fremantle hospital should be assumed at 500 beds. An assumption as to the eventual capacity was necessary so that a clear conception of the future might be presented to the architects who will have to decide how the buildings may best be designed, and how they can be constructed while the hospital continues to function. With a view to completing instructions to the architects, the board of the Fremantle Hospital was asked to give thorough consideration to the needs of the institution, not only for beds, but also for all the manifold services which are involved in the working of a hospital.

I believe the board is giving close attention to this problem, and, immediately its suggestions are received and examined, instructions will be forwarded to the Principal Architect. Obviously quite a period will elapse before any extensive building can be undertaken, but in the meantime, valuable progress can be made by a close study of the problems involved and the best means of overcoming them. No decision has been reached yet as to the permanent location of the hospital, but it is recognised that the existing site has much to commend it.

Meanwhile, to meet present difficulties the Government has purchased a property known as Hudson's; also a former private hospital called "Bundi Kudja," and is in course of securing a third property known as "Woodside." It is intended to use "Woodside," after some reconstruction and renovation, for midwifery purposes, and to use the other two buildings for general cases and nurses' accommodation. These pending the construction of new buildings

which inevitably must occupy some time, will relieve the hospital bed situation in the Fremantle area. I might add, for the information of Fremantle members, that an early priority has been recommended for improvements to the Fremantle Hospital itself.

As usual we were privileged to listen to an informative and well reasoned discussion of medical matters by Dr. Hislop, and there were several points in his speech upon which I wish to dwell. The first is in regard to regional hospitals, a matter to which Dr. Hislop gave his attention during the debate on the Supply Bill and, to a lesser extent, in his speech on the Address-in-reply. The hon. member feels that those whose duty it is to control the medical services in this State are not aware of the true responsibilities of a regional hospital and so he asks that the House be given the department's version of what constitutes a regional hospital. In reviewing the hon. member's speeches, it crosses my mind that, perhaps, he does not credit the Government's medical advisers with a great deal of perspicacity or knowledge of their profession. The Government, through its advisers, is well aware that in the designing of new hospitals, consideration must be given to the need to admit only those persons who cannot be treated as ambulatory patients.

The Public Health Department has within recent months made a survey of the use of hospital beds to determine factors which might be used as an index of economic and efficient use. This survey has made it clear that the former lavish use of beds for minor ailments cannot be countenanced in modern hospitals, and that greater use must be made of ancillary services for investigation before admission to hospital may be considered. Dr. Hislop referred to investigational clinics. Such clinics or health centres have led to much divergence of thought in the United Kingdom, as a result of which it would appear that a clinic or health centre should be equipped with various investigational machinery to permit of early and accurate diagnosis, and with machinery for out-patient or ambulatory treatment. To have such clinics, divorced from hospitals, in a State such as ours with a thinly scattered population is, to say the least, impracticable and uneconomic.

The natural place for such a clinic is for it to be attached to a hospital where the ancillary services can serve both hospital and clinic. We therefore approach by logical stages the Western Australian definition of a regional hospital. In America this is called an intermediate hospital and it is defined as a hospital supplying an area with a population of at least 25,000. It is a general hospital, with a minimum of 100 beds, capable of furnishing consultative services to the smaller hospitals in the surrounding rural areas. It is proposed that our regional hospitals

shall be similar to this, except that the number of beds will be calculated on the need of the estimated population for the year 1960, with due regard to the economic use of such beds. The hospitals with their ancillary services will be built on an expandable pattern and will, in all probability, in the first place, be somewhat short of 100 beds.

Members will realise that there will have to be some internal adjustment of the medical profession in the control of these hospitals, in that they will no longer be entirely in the hands of general medical practitioners. There will be need for the development of the consultant service and the specialist department. Much consideration will therefore have to be given to the appointment of paid medical administrators and specialists, and to the appointment of paid or honorary consultants. These are matters that will become clearer as the picture unfolds.

The probable introduction of Commonwealth legislation for the development of some form of national medical service creates many difficulties. It is considered, possible however, to provide for future developments in plans drawn up now, and also to provide for a developing investigational service in an expanding community. It cannot be denied that there is an urgent necessity to replace some of the outdated and antediluvian buildings that are at present serving as hospitals and to design them as modern and efficient institutions, so that they might become what have been termed "regional hospitals," to which are attached the health centres or clinics.

Hospital needs are examined and discussed by the Hospital Planning Committee, a sub-committee of the State Health Council, which in its turn advises the Minister for Health. This Hospital Planning Committee has a member who in 1945 and 1946 made, on behalf of the State Government, an extensive tour of hospitals in Europe, Britain and the United States of America and brought back much valuable information. The report of Dr. Hislop himself has also been placed at the disposal of this committee. Further, it is understood that the committee would welcome at its meetings the attendance of the hon. member, who would then be in a position to consult with, and advise directly, those entrusted with this responsibility by the Government.

During his speech, Dr. Hislop asked for an indication of the Government's plans in regard to the establishment of a post-graduate medical school. A statement by the Premier in this connection subsequently received publicity in the Press. Briefly, the Government has approved of a recommendation made to the Senate of the University by its medical advisory committee that, as a step towards a medical school, a post-graduate training scheme should be developed. It is proposed that

the Government should supply the finance to enable the University to appoint a director who would be a professor of clinical medicine or clinical pathology, and who would work with the Royal Perth Hospital and supervise research training for members of the medical profession. As the school developed, additional staff would be appointed, and the scheme would ultimately be extended to students.

Some attention was paid by Dr. Hislop to the effect of the over indulgence in alcohol on the community and its deleterious impact on home life. He stated that it was the duty of Parliament to investigate this problem, and to find a means to combat it. He advocated the appointment to the Public Health Department of trained social workers to deal with the problem. Dr. Hislop is to be commended for his timely and courageous appeal, but I fear his suggestion will not solve the difficulty. I must confess that this is a social problem, though perhaps not of the magnitude ascribed to it by the hon. member. I feel that the good sense of the vast majority of the community militates against the influence of alcohol to a harmful degree. I can assure the hon. member that his remarks and advice are accepted by the Government with gratitude and that the Government is keeping a close watch over the matter.

Mining, naturally, received its share of attention. Mr. Cunningham asked for some information with respect to the use of local pyrites in the manufacture of superphosphate. He wondered what had been the result of the appointment of a committee to investigate this possibility. I can inform him that a lengthy report has been received from this committee, which was set up to inquire into the economics of the manufacture of pyritic acid, as compared with acid from brimstone. As I have said, this report is of some length and is receiving consideration. Members may be interested to hear that latest developments indicate that Australia will be well advised to develop its own resources of sulphuric acid, as there is an evergrowing demand for native sulphur from those countries in which it is located and from adjacent countries; in addition, the cost of what imported sulphur is available, has risen tremendously.

The suggestion was advanced by Mr. Cunningham that inquiries be made into the potentials of the Koolyanabbing iron deposit, to ascertain whether it would be economical to provide an extension of railway line to obviate carting the ore by road to Wundowie or by road to Southern Cross for railage to Wundowie. The hon. member will be interested to know that the question of the development of the deposit is being watched carefully and that ore is being tested at Wundowie. If it appears from these tests to be warranted, any necessary developments will be put into operation.

A query was raised by Mr. Bennetts as to whether any steps had been taken to establish a State battery in the Southern Cross area, which, he stated, was being requested by the local prospectors' association. This is a matter to which much thought has been given as the establishment of a plant to treat all varieties of refractory ores presents a very difficult problem. It is a fact that at present few prospectors are interested in refractory deposits owing to the ample and well-paid employment available on big mines. As Mr. Bennetts is aware, a new Superintendent of State Batteries was appointed this year and it has been decided that he re-examine in detail the entire position as it exists today and report fully to the Minister, when future policy will be decided. In the meantime, such ore as is forthcoming will be treated by means of Wilfley tables at the Coolgardie State battery.

Both Mr. Heenan and Mr. Hall struck a note of gloom as regards the future of the goldmining industry, Mr. Heenan charging the Government with lack of interest and enthusiasm in its attitude to the industry, and Mr. Hall fearing that, with the mounting cost of production, the Eastern Goldfields, within a few years, will have deteriorated similarly to Wiluna. Mr. Heenan felt more inducement and encouragement should be given to people to live on the goldfields and that if this were done some of the dying mining towns would revive. In effect, Mr. Heenan charged successive Governments with a policy of *laissez faire* towards Goldfields residents which has forced them to migrate to the amenities of the city.

A joint complaint voiced by Messrs. Hall and Heenan referred to the Government prospecting scheme. These two gentlemen have, for some time, campaigned for an increase in the amount of assistance paid under the scheme and they took this opportunity of adding to their utterances on the subject. I would like to remind them that, in addition to sustenance, loan of tools, explosive grants, etc., crushing charges have not been increased, despite the higher cost to the Government for wages, plant and stores. Cartage subsidies on ore carted to State mills are provided and loans are made for development purposes and machinery on shows for which they are warranted.

There are undoubtedly few prospectors drawing sustenance at present. The doubling of sustenance would do little to alter this as, in these days of labour shortage, the younger prospectors and those with dependants are encouraged by mineowners to accept well paid positions. I emphatically refute members' statements that the present Government is indifferent to the future of the industry and the welfare of Goldfields residents. The value of the

goldmining industry is well recognised by the Government, which has done much to assist it during the past 3½ years.

Among other things, the Government has financed the purchase, by a local syndicate, of the assets of the Kalgoorlie Firewood Corporation, thereby ensuring the continued supply of fuel to the Kalgoorlie Power Station. A privately-owned 10-head battery at Marvel Loch has been purchased for conversion into a State mill, and a number of leased mills are again operating as State batteries.

A boon to residents of a number of Goldfields centres has been the reduced price of water for domestic purposes. Some mining properties have closed during recent years, but this has been due generally to the working out of the ore bodies, this having occurred at Wiluna and Triton. In the case of Agnew the reason was the unfinancial state of the operators. On the credit side of the ledger, we find that the development of new mines has opened up new townsites or revived old centres, such as Bullfinch, Porphyry and Coolgardie, and every encouragement has been given to the expedition of such development. There has been some falling off in gold production, but this has a number of causes including—

- (1) The high cost of production in comparison with the price of gold which existed until last year, when gold rose to £15 9s. 10d. per fine ounce, and made operations much more profitable;
- (2) the dispute between companies and contractors early this year during which contract work was temporarily abandoned; and,
- (3) the general shortage of labour on the Goldfields.

The latter is still a serious matter and everything possible is being done to overcome it, including the introduction of special labour from England and the Continent. It is a fact today, however, that the cities offer employment to all comers and the country and Goldfields are seriously affected thereby. In regard to hospitals, schools, houses and other amenities, Goldfields towns are given all possible help.

Reference was made to the iron-ore deposits at Koolan Island by Mr. Forrest, who said he regretted the Government had not entered into a contract to develop the island with a firm like Broken Hill Pty. Ltd. His statement was that the island belonged to the State Government and to Brasserts Ltd., and he averred he had been unable to ascertain who Mr. Brassert was, except that he was German. I must mention that the agreement in regard to the granting of leases to H. A. Brassert & Co. Ltd. at Koolan Island was ratified by both Houses of Parliament when the Iron and Steel Industry Act was passed in 1947. During the passage of the Bill members were given full details of the arrangements

made, and were advised as to the reputation and bona fides of the company, which is established in both London and New York and which bears the highest possible reputation as a firm of consulting engineers. I might add that it certainly is not a German firm. Under the Act, Brasserts are required to undertake certain tests and experiments in regard to Koolan ore. Towards the end of last year the firm sent a team of experts to examine thoroughly the economics of the proposal that a steel industry should be established in this State and the Government expects a full report at an early date.

The opinion was ventured by Mr. Gray that private enterprise was receiving preference in the rehabilitation of the railways. The hon. member may not be aware that the Midland Junction workshops are being used to the limit of their capacity in the construction of new rollingstock and in the maintenance of locomotives, coaches and wagons. He and other critics must bear in mind that the workshops were designed primarily for maintenance and repair work. However, there is now a larger percentage of employees engaged on new work than on maintenance. The shops are being reorganised and this work is reasonably well advanced. Although a considerable lag in repair work has to be overtaken, it is hoped that by 1953 the majority of the locomotives and rollingstock required in this State will be manufactured at the workshops.

I was pleased to hear Mr. Bennetts' opinion that the policy now being followed in the Railway Department should show considerable benefits within the next few years, and I take this opportunity of satisfying the hon. member on several points mentioned by him. He suggested that mining developments at Bullfinch warranted the provision of a train service to that centre. As the hon. member is aware, there is but one train each way a week at present between Bullfinch and Southern Cross and this appears adequate for current traffic. However, the position is being watched and whenever it appears necessary the service will be augmented.

It was averred by Mr. Bennetts that Goldfields residents were greatly concerned about their train service. He compared the punctuality of the Kalgoorlie express with that of the "Australind" and he and Mr. Boylen both asked that favourable consideration be given to reinstating Tuesday evening's train to Kalgoorlie. I agree that on-time running is the aim for all train services, but there are many factors on the Kalgoorlie run that militate against the attaining of this objective. The greatest of these is the present shortage of adequate reliable locomotive power. The running of all country passenger trains is closely watched, but because of the shorter distance, and other local conditions, better timing is achieved with the "Australind" than with the Kalgoorlie express.

Regarding the reinstatement of the Tuesday evening's train to Kalgoorlie, I would like to inform members that since the cancellation of this service a close check has been maintained on the volume of traffic offering between Perth and Kalgoorlie, in order that appropriate action may be taken should the traffic increase to a point that the existing service could not cope adequately with it. During recent weeks perishable and parcels traffic for the Eastern Goldfields has increased to a marked degree, and with summer approaching, it is anticipated that passenger travel will improve also. In view of this it has been decided to reinstate the Tuesday train as from Tuesday next, the 26th September, 1950. This decision will be appreciated by members representing the Goldfields, but I must emphasise that until recently the traffic offering was not sufficient to warrant the restoration of the service.

In the course of his speech, Mr. Bennetts stated that improvements were urgently needed to railway barracks at Merredin and Kalgoorlie, and that there was a shortage of accommodation for railwaymen at Salmon Gums. I assure him that the Government and the Railways Commission are fully aware of the need for additional and better barracks accommodation, and for the provision of housing for employees. Considerable steps already have been taken to achieve this objective. The difficulty now is to meet all demands quickly enough. Plans for improvements are being developed as rapidly as the design staff can supply them and contractors can be obtained to undertake the work. So far as houses are concerned, building is being proceeded with to the limit of manpower and material capacity, and every opportunity is being taken to obtain homes for employees by purchase or by other means. Mr. Bennetts no doubt will be pleased to know that delivery of the new "W" class locomotives should commence towards the end of this year. These engines will be of material assistance in handling the business offering. Careful consideration has been given to their design and efficient performances are anticipated from them.

Another matter to which Mr. Bennetts gave his attention was that of water supply. He mentioned that supplies at Kalgoorlie were cut by half last summer and he felt that the Goldfields should have priority of supply from Mundaring Weir. He considered that larger mains should be installed and quoted the opening of new mines and the influx of population as reasons for an improved water supply. Restrictions on the Goldfields last summer were initiated reluctantly following strong recommendations by departmental engineers who pointed out that the long dry spell had severely taxed country storages. These restrictions had to be imposed not only on the Goldfields but in the entire area reticulated by the Goldfields' scheme.

All possible action, allowing for labour and materials shortage, is being taken to improve the position.

An additional large reservoir is being provided at the Kalgoorlie end but its use will depend mainly on the ability of the department to complete the Kellerberrin booster plant that is now being installed. Difficulties in obtaining supplies for this booster plant make it questionable whether it will be in operation by the summer. This may mean that restrictions will have to be introduced again. Another important contributory reason for the possibility of further restrictions is the light coastal rainfall this winter and its consequent effect on storages at Mundaring Weir. I cannot agree that the Goldfields should receive water at the expense of agricultural areas serviced from Mundaring. In the event of restrictions caused by subnormal supplies, all parties should share the burden equally. Mr. Boylen also referred to this matter and his remarks were substantially the same as those of Mr. Bennetts.

In a capable maiden speech, Mr. Thomson was another who devoted some consideration to the problems of water supply. He emphasised the importance of an adequate country water supply to the economy of the State and hoped that the Government would adopt a bold and vigorous policy in regard to the dry areas of the State. I take pleasure in advising the hon. member that the Government is pursuing a vigorous policy of tank construction in the dry eastern areas. This, of course, as the hon. member will realise, is limited by the customary twin bogies of labour and materials shortage. However, contingent on these two factors, the Government is doing its utmost to relieve the position.

Similar work is being undertaken in the northern and north-eastern areas and work on the Comprehensive Water Scheme is progressing as quickly as possible. Mr. Thomson advocated a pipeline to Pingelly and Katanning. In this respect I should like to inform the hon. member that many suggestions have been submitted in connection with the comprehensive scheme, for the laying of pipes simultaneously in a number of localities. However, with the limited materials available, it is considered that it would be more efficient to concentrate work of this nature. Should the import of steel be affected, for instance, by the international situation, it would be bad policy to have a number of unfinished, inoperable sections. It has been decided, therefore, to concentrate on certain definite extensions, according to a fixed plan to provide supplies of water by regular and contemplated steps.

Reference was also made by Mr. Thomson to the necessity for implementing sewerage schemes in country towns. The hon. member may not be aware that this has

already received careful consideration, and that a decision has been made that sewerage be provided in country towns of over 600 houses. Work in connection with Albany is proceeding as rapidly as conditions permit, and the Public Works Department is commencing a similar scheme at Collie. Many applications have been received from country towns for work of this nature, but attention to these is limited by the number of staff available. Surveys have been made at Albany, Bunbury, Collie, Harvey, Merredin and York, and designs are well advanced regarding Bunbury.

The water problem was also dealt with by Mr. Logan. He waxed wroth with the Government's alleged failure to supply an adequate water supply for Geraldton and averred that, as one bore had collapsed, water restrictions would be necessary in that town. I am informed that the failure of this bore, which was caused by sand penetrating the casing, will not affect the supply of water to Geraldton. The pumping equipment on this bore has been transferred to a larger bore. Although this larger bore has a slightly higher saline content, thus giving a lower pumping output, 25,000 gallons per hour is pumped from the bores to Geraldton, and there is storage in the reservoir of 50,000,000 gallons. I understand that restrictions at Geraldton will be necessary only if an increased demand from tomato growers overdraws the capacity of the existing pipeline.

The same member thinks that not sufficient water catchment investigations have been made, and he referred to the fact that two good dam sites were found in one day recently, within 25 miles of Geraldton, in an area which he states had never been properly examined. The Hydraulics Branch of the Public Works Department is of the opinion that the Geraldton area had been reconnoitred thoroughly, as very active investigations have been made into water resources of the northern area during the last two years. However, if Mr. Logan will be more explicit regarding the location of these two dam sites, an early inspection will be made.

Greater efforts, according to Mr. Roche, should be made to conserve rainfall at country centres, and he instanced particularly the necessity for further surface bituminising at Katanning in order to provide an additional run-off. The hon. member will agree that it is not possible, with the facilities at our disposal, to do everything at once. Katanning, together with Wagin, Pingelly, Brookton and other centres, will eventually receive a permanent and ample water supply via the main from Wellington Dam. The present programme provides for the completion of the pipeline to Narrogin in August, 1952, and to Katanning and Pingelly in approximately a further 12 months. This estimate is, of course, dependent on an uninterrupted supply of steel plate.

One acre of bitumen catchment now is estimated to cost £900 to £1,000, and the cost of water from such a catchment at Katanning would be approximately 3s. 1d. per 1,000 gallons, a very much greater rate than the cost of pumping an equivalent quantity through the pipeline. It can be seen, therefore, that it will be economically preferable to await the comparatively short time for the pipeline to be completed. I am assured that the department is doing all in its power, subject to manpower and equipment limits, to increase storages in agricultural areas, particularly by means of excavated dams. Mr. Roche considered that the growing demand for water justified a hydrographic survey of the potable waters of the State. The department has covered and keeps up to date with all known water supplies such as bores, streams, etc. When additional engineering assistants become available at the end of the year, it is proposed to intensify this research work.

With reference to roads, Mr. Bennetts hoped that some further attention would be given to the Coolgardie-Norseman-highway. Financial provision has been made for construction work on this road, but no extension of surfacing is contemplated at present, except for a section of construction and surfacing through Widgimooltha. Some pertinent and thoughtful remarks in regard to roads were made by Mr. Cunningham. His views may be summarised broadly under four heads.

- (a) That as unexpended funds existed at the end of the financial year on the Perth-Kalgoorlie-road, these could well be made available to road boards to carry out work that the Main Roads Department cannot do.
- (b) That local authorities could undertake extensive sections of bituminous surfacing if they were provided with funds.
- (c) That it is wasteful to spend money on regular maintenance of gravel roads, and these roads should be surfaced with bitumen.
- (d) That money not expended should be made available to local authorities to build up equipment, thus assisting in getting roads into condition.

The general position of funds available to the Main Roads Department annually is that a programme is drawn up and money allocated for work on various roads, both main and developmental, in each road district. A large proportion of the major works is carried out by the department's organisations, but on developmental roads, arrangements are made with the local authority concerned for much of the work to be undertaken with its own organisation. Only a limited proportion of the year's funds can be provided for surfacing and this can only be considered on roads carrying the heaviest traffic.

It is necessary for the road pavement to be constructed to a sufficient thickness before any bituminous surfacing can be applied. The great bulk of roads throughout the State will always remain in earth or gravel form, but regardless of the type, maintenance has to be carried out as regularly as possible, although, like many other projects, the work is limited at present by both finance and manpower.

Although there were authorised funds unexpended at the 30th June last on the Southern Cross-Coolgardie section of the Great Eastern-highway, there were also unexpended funds amounting to £20,000 on works that had been authorised to be carried out by the road boards in the district. There are actually seven road boards involved, all of which have works still to be undertaken, quite apart from any further works that will be authorised during this financial year. So far as bituminous surfacing is concerned, the department has had no difficulty in undertaking work of this nature which it has been possible to finance. Substantial quantities of screenings have been purchased from the Kalgoorlie Road Board, as this has been the most suitable source of supply for the works involved to date. No future financial provision for construction works or possible plant purchase can be considered until the terms of new Federal legislation are known, and all unexpended funds at the present time are committed for specific works.

Some interesting contributions to the debate on the subject of roads were also made by Mr. Craig and Mr. Logan. Mr. Craig's remarks might be summarised under two heads—

- (a) The Commonwealth should make available very greatly increased grants for construction and maintenance of country roads carrying heavy traffic.
- (b) Heavy plant is necessary to enable local authorities to undertake extensive works.

The remarks of Mr. Logan might be reasonably resolved into the following points—

- (a) Local authorities could have bought plant more cheaply if funds had been made available to them, and roads would therefore have been in a more satisfactory condition than they are at the present time.
- (b) There should be a reorganisation of the Main Roads Department with a view to securing greater activity in bituminous surfacing of roads throughout the State, and it is suggested that local authorities could greatly speed up this work if they were provided with sufficient funds to enable each board to carry out at least 10 miles of bituminous surfacing each year.

As those hon. members will be aware, the main controlling factors in road development in this State at the present time are finance, manpower and construction equipment. Finance has been a minor problem during the last few years, as manpower and equipment available to all road authorities throughout the State have been insufficient to enable the available road finance from all sources to be expended. At the recent Premiers' Conference, a decision was arrived at whereby Western Australia would receive funds during this financial year approximately 30 per cent. in excess of those received last year, or approximately 24 per cent. more than would have been received if the terms of the 1947 Commonwealth Act had been retained.

At no period since the end of the war has there been any road-construction equipment lying idle for want of a purchaser, as all items of plant were delivered to road authorities immediately they were delivered to agents. At the present time, the Main Roads Department and many local authorities have outstanding orders for plant waiting to be fulfilled. Manpower is still not available to meet the full requirements of various local authorities, so members will realise that the total road development during the period would have been the same if individual items of plant had been under different control.

In Western Australia there are some 70,000 miles of roads of various types outside the metropolitan area, only about 2,300 miles of which have been advanced to the stage of a bituminous surface. Obviously there are very extensive calls on departmental funds for improving a substantial proportion of the total system, apart from the limited length of declared main roads, and as further development in land settlement and mining takes place, the total length of roads in the State will increase with the development. With this very extensive road system, it is only financially possible to develop the heavy traffic sections of road to a bituminous surfaced stage. Mr. Logan's suggestion that local authorities should be financed to enable them to undertake at least 10 miles of bituminous surfacing work per road board per year would involve well over 1,000 miles of new bitumen work each year, which would call for finance many times greater than that likely to be available. Obviously, neither finance nor manpower is likely to be available for the very extensive road development suggested by Mr. Logan.

Housing did not receive quite the attention it has during past years. I know that all members are well aware of the manifold difficulties met in initiating and maintaining a housing programme which, perforce, must be increased each year, and which is beset with labour, materials, shipping and other major problems. This

is not a State or a Commonwealth difficulty; it is world-wide. Mr. Logan confined his remarks to a suggestion that native stone be used in housebuilding. The hon. member will be interested to know that the use of Donnybrook stone was carefully investigated by the State Housing Commission some time ago, and it was found that the increased cost of building in this material made it an uneconomic proposition. Estimates at the time indicated that the cost of a cottage in Donnybrook stone would be approximately £300 more than a similar one in brick.

A proposal regarding the use of local stone for house construction in Geraldton was also investigated, but it was felt by the Commission that in view of the shortage of competent local labour, the use of stone would not be a practical proposition. From time to time difficulty has been experienced in finding sufficient stonemasons to carry out the stone foundation work which has been insisted upon by the Commission with a view to relieving the demand for bricks. Much of this type of labour would not be suitable for full-height wall construction. I might add that every encouragement is given by the Housing Commission to persons who wish to build with suitable stone.

The hardy perennial complaint that residents of Fremantle had been hardly treated in the allotment of new homes, particularly rental homes, by the State Housing Commission was voiced by Mr. Gray. This is a charge that has been levelled at the Commission on many occasions by Fremantle members, but it is one for which there is little justification. The total population of the Fremantle district, in which for this purpose is included the Fremantle, East Fremantle and North Fremantle municipalities, and the Mosman Park and Melville road board areas is about eight per cent. of the population of the State. Since the present Government came into power on the 1st April, 1947, approximately eight per cent. of the Commonwealth-State rental homes erected in the State have been in the Fremantle district. Other figures are:—Private permits, 11 per cent.; War Service Homes group scheme, 11 per cent.—no figures are available for single War Service Homes—State Housing Commission dwellings, or as they used to be called "workers' homes," 41 per cent.; and temporary housing, 44 per cent.

These are illuminating figures and show that, so far from being neglected, Fremantle's proportion of the State Housing Commission's activities is greater than is its proportion of the State's populace. Mr. Gray asked for the percentage of houses erected in Fremantle as against the number of applications received, particularly from people in the industrial areas. It is not possible to obtain these figures as many applicants nominate Fremantle or "any district" when asked where they would like

to live. I have obtained an itemised statement of house building in the Fremantle district, as requested by Mr. Gray. It is as follows:—

	Commonwealth-State Rental Homes.	War Service Homes.*	War Service Homes.†	State Housing Commission.	Temporary Housing (Flats).	Private.
No. erected in State since 1-4-47	2,970	401	1,548	60	100	5,594
No. under construction in State at 31-7-50	957	521	909	21	294	1,959
No. erected in Fremantle District since 1-4-47	245	45	Not Available	23	44	601
No. under construction in Fremantle District at 31-7-50	64	109	"	1	102	Not Available

* (Group Scheme only).

† (Group and Singles).

From this table, the hon. member will notice that Fremantle is one of the few districts that have benefited under the State Housing Act. Of 69 houses completed under this Act since the 1st April, 1947, 28 have been in the Fremantle area. Mr. Gray referred to a statement that there were approximately 10,000 applicants awaiting rental homes and that, ergo, there must be 10,000 families in trouble. This is a false inference. In the metropolitan area at the 1st July, 1950, the Housing Commission held 9,295 applications for rental homes. On investigation approximately only 3,200 or one-third of these could establish a housing need or hardship.

In his contribution to the debate, Mr. Davies spoke at some length on housing, emphasising his complete dissatisfaction with steps taken to alleviate the position in the West Province. He even went so far as to say that his province had not been treated fairly, and he appealed to the Government to remedy the situation. I am afraid that the hon. member, in his laudable eagerness to assist his constituents, has rather drawn the long bow, and has overlooked the work done in the Fremantle area by the State Housing Commission. My remarks to Mr. Gray apply also to Dr. Davies' comments; but, in addition, I want to say that considerable attention has been given to the erection of houses in areas adjacent to Fremantle during the past three years.

To March, 1947, 25 homes had been erected by the Commission at Hilton Park under the Commonwealth-State rental scheme, six were under construction, and contracts had been let for a further six.

By July, 1950, the houses completed numbered 168, a further 44 were under construction, and contracts had been arranged for an additional 57. In Mosman Park, 71 homes had been completed by March, 1947, and 57 were under construction. The building programme has now been completed at this centre and there are 173 rental homes occupied. At White Gum Valley, the Commission has 20 houses under construction, and it has also erected 28 homes under the provisions of the State Housing Act, Fremantle being one of the few districts that have benefited under this Act. In South-street, 102 timber-framed flats have been built for the housing of migrants and local tradesmen, many of whom are engaged on housing projects in the Fremantle district.

Additional land has been acquired by the Commission on the corner of High-road and Stock-road, and a contract has been let for 20 homes—the first of 88 to be erected on this site. The contractor is setting up a workshop in this area for the precutting of houses, and when operations are completed on the present site a commencement can be made on an adjacent area recently purchased by the Commission. New designs have been prepared for a more modest type of building, and a number of these will be included in all future groups. These homes will assist in meeting the requirements of the small-unit families. As indicated to Mr. Gray, a survey of the position reveals that approximately 10 per cent. of the homes erected under the Commonwealth-State rental scheme, the War Service Homes Act and private permits since the 1st April, 1947, have been built in the Fremantle district.

Assistance has been given by the Government and the Commission in establishing new industries in the Fremantle area, and this assistance has included the provision of homes for key personnel. The flats at Hilton Park, East Leighton and Vale Park have been improved and every effort has been made to make the conditions as comfortable as possible for the tenants until such time as they can be transferred to Commonwealth-State rental homes. It is felt that in most cases the tenants of these flats have accepted occupation because of their extreme need, and, on this account, they are given priority for Commonwealth-State rental homes in Fremantle as they become available, subject to satisfactory tenancy.

It was urged by Mr. Davies that steps be taken to obtain separate electricity meters for the flats at Melville. For some time past the Housing Commission has been endeavouring to obtain a separate meter for each flat, but, unfortunately, meters were not available, and it was necessary in some portions of the area to register the current through a master-meter, and average the cost between the

tenants within these sections. However, meters are now procurable and arrangements have been made to connect each flat separately.

Disappointment was expressed by Mr. Fraser with the attitude of the Government towards housing and he depreciated the results that had been achieved, particularly in the Fremantle area. He, too, stated that Fremantle had not received the quota of rental homes to which the district was entitled. As I have already informed the House, 8 per cent. of the rental homes built since the 1st April, 1947, have been in the Fremantle area, which possesses 8 per cent. of the State's population, and, taking all home building into consideration 10 per cent. has taken place at Fremantle. Mr. Fraser cannot understand why more homes have not been built under the State Housing Act. These are the houses that were familiarly known prior to the war as "workers' homes." The hon. member, with his close knowledge of the building position, must realise that if more homes of this nature had been built, it would have been necessary to curtail the erection of Commonwealth-State rental homes, War Service homes or private permits.

I must emphasise that the maximum number of homes have been built with materials available. Any tenant of a Commonwealth-State rental home may obtain financial assistance under the State Housing Act to purchase his dwelling, and it is probable that a Bill will be introduced this session to increase the maximum advance available under that Act. Mr. Fraser felt that more homes should be built under the McNess Housing Scheme and he made the statement that as the majority of these homes had been built by Government finance, there was no reason why this should not continue. I must correct that assertion. Donations and bequests totalling £90,510 were received from the late Sir Charles McNess. These were supplemented by a Commonwealth grant of £15,000 and a donation of £6,600 from the Lotteries Commission. The only other money received was revenue from investments.

Homes built under the McNess scheme, therefore, have been financed, Mr. Fraser will observe, almost entirely from funds provided by the late Sir Charles McNess. A number of families who would have been eligible for McNess homes have been placed in Commonwealth-State rental homes, and in view of their circumstances, have received appropriate rental rebates.

The Government was accused by Mr. Fraser of failing to give adequate attention to the production of building material. This is contrary to the truth, as special attention has been given the production situation. The figures that I submit to the House now will indicate the manner in which the Government has attacked the

problem. These figures express the average monthly production of basic materials as a percentage of the average monthly output for 1938-39.

	Cement.	Bricks.	Tiles.	Fibrous Plaster Sheets.	As- bestos Cement Sheets
Monthly Average	%	%	%	%	%
1947	91	78	151	131	296
1948	103	89	178	154	275
1949	102	93	190	163	261
June, 1950	123	144	289	185	341

These are illuminating figures and when assessed at their true value, taking into consideration the shortage of labour, the 40-hour week and the difficulty of obtaining plant and machinery, they reveal that far from Mr. Fraser's carping criticism being correct, his allegations are the antithesis of the facts. Other remarks by the hon. member relative to the housing position at Fremantle have been dealt with, I hope, in my replies to other Fremantle representatives.

It was felt by Mr. Boylen that there should be greater activity displayed by the State Housing Commission in mining areas so that the drift of employees from those parts might be obviated. The interest shown by the Housing Commission in Goldfields districts since the war, has not been inconsiderable. Some 40 Commonwealth-State rental homes have been built and occupied at Big Bell. Under the provisions of the State Housing Act, 56 houses have been erected at Kalgoorlie and Boulder, and a further two are under construction. These are being purchased on a rental basis by families who had been suffering housing hardship. The Commission is in touch with the Commonwealth with a view to extending to Goldfields towns, such as Norseman and Southern Cross, a programme of home building under the provisions of the Commonwealth-State Housing Agreement.

The proposal is to build a modest type of dwelling at the least possible cost in order to keep the weekly rental as low as possible. The Commission is aware of the proposal of the Kalgoorlie Road Board and the Chamber of Mines for the building of 100 homes to be financed by the Associated Banks for purchase by those in a position to do so, and every assistance has been, and will continue to be, given by the Commission to the furtherance of this scheme. I hope that this will indicate to the hon. member that the Goldfields districts are not the Cinderella of the housing programme.

The question of traffic was one which received the attention of several members. Mr. Hall was rather caustic in regard to the activities of the National Safety Council of Western Australia, and I would like to correct some of the impressions he has of the council's work. He referred to what

he termed "trash" broadcasts by radio stations in regard to road safety. I would inform Mr. Hall that these broadcasts are not sponsored by the National Safety Council of this State. They are conducted by an organisation termed the Australian Road Safety Council, which is administered by the Commonwealth Department of Fuel, Shipping and Transport.

It is financed by the Commonwealth from funds made available from the Road Safety Grant for the purpose of conducting national advertising. This supplements any local advertising carried out by our own National Safety Council, for which the Commonwealth Government provides funds for publicity and education in road safety principles. In addition the State Government has provided an annual grant of £250. The local council holds the opinion that advertising, mainly of an outdoor nature, is preferable and has a much greater effect. This has embraced media such as hoardings, signboards, posters, agricultural shows and various exhibitions, approximately £2,500 having been allocated for this purpose for the year ended the 30th June, 1950.

During that year, officers of the council lectured to 35,000 children in schools, convents and institutions outside the metropolitan area, in addition to assistance given by the police lecturers who attend metropolitan schools. Approximately 28,000 miles have been travelled in organising and effecting these lectures and demonstrations, and an expenditure of £2,000 has been made from Federal funds directly on education. Some aspects of education covered were—film lectures, practical road instruction to children of all ages, and the conducting of the sole motor-cycling school in Australia.

This school is recognised by the Police Department which issues licenses on production of the qualifying certificate, and it is noteworthy that no persons who have passed through this school have yet been involved in an accident for which they were to blame. Driver training, car and motor-cycle and push-cycle riding, and care and maintenance of all vehicles, are some of the subjects covered in road safety lectures given and films shown to youth organisations through the Australian Youth Council which represents some 25,000 young people between the ages of 15 and 25 years.

The introduction of Commonwealth assistance to the local council in 1947 was followed by a marked reduction in the number of persons killed and injured on roads, and this improvement is being steadily maintained. Mr. Hall stated that the council was using motor cars with amplifiers and characterised this as "piffle." This again is not a function of the council, this car being a police vehicle manned by officers of that department. I might add that the council has a very

active and expert executive. The president is the Chief Inspector of Police, and the vice-presidents are Sir Thomas Meagher and the Commissioner of Main Roads.

A suggestion was put forward by Mr. Fraser that consideration be given to improved rear lighting for trucks and other heavy vehicles. He thought that the position of the rear light might contribute towards the number of accidents caused by cyclists and motor-cyclists crashing into the backs of stationary trucks. I understand that recently the Commissioner of Police instructed that attention be given to the improvement of lighting on motor wagons, and that recommendations by the Traffic Branch should soon be put into effect. Some delay has been caused in obtaining information from other countries, particularly from the U.S.A.

It is realised that the present regulation in regard to rear lighting is inadequate for heavy vehicles, as it does not stipulate at what point or height, or on which side of the vehicle the lamp shall be placed, nor does it specify lamp size or power. Mr. Fraser mentioned that in some cases the loads of motor wagons protrude beyond the rear of the vehicles. The appropriate traffic regulation provides that where loads extend for more than four feet beyond the end of the vehicle, a red light, plainly visible for more than 200 feet, must be attached to the end of the load.

The Traffic Branch has not been negligent in implementing this regulation and prosecutions have been launched against drivers who have not displayed the necessary red light. It is true there have been a number of collisions with the rear of stationary motor wagons and that most of these were by motor cyclists and push cyclists. Not all of these, however, can be attributed to poor lighting on the trucks, but some at least might have been averted by more conspicuous lighting.

The main reason for setting rear lamps and number plates so far underneath the body is to avoid damaging them when reversing into platforms for loading, or traversing rough country or bushland. It is considered that manufacturers and body builders should now combine to build in suitable lamps which would be clearly visible from any angle, and which would not be subject to easy damage. Among the suggestions for improvement, is one that a minimum of two rear lights be fitted to all heavy motor vehicles, these to be located at the extreme rear of the vehicle and fitted with reflection glass, or alternatively separate reflectors, in case of light failure.

It is also intended to suggest that on all long vehicles, such as semi-trailers, an additional light of distinctive shape and colour be fixed. This would serve immediately to define the vehicle as being unusually long, and would be fitted to the front

and rear of the vehicle or combination of vehicles. It is also considered that a semi-trailer vehicle should have reflectors fitted at intervals of a few feet along each side to obviate the risk of another driver failing to notice its length when across an intersection or junction of roads, or when making a turn.

The remarks by Dr. Hislop on traffic congestion and the new Causeway were linked up with criticism of the proposal to vest Heirisson Island in the National Fitness Council for sporting and recreation purposes. He stated he believed that it would be impossible owing to the low-lying ground, to provide sanitary services without drainage into the river; that the area could not be made into playing areas without huge expense; and that it was asking young people travelling there to run the gauntlet of the major traffic centre of the city. I advise the hon. member that all the matters he raised have already been answered satisfactorily. Reports have been received from all the responsible departments and there is no doubt that the area can be developed for the purposes for which it was vested in the National Fitness Council. All necessary engineering investigations have been made, sewerage does not present any untoward problem and the prospective costs will not be excessive.

The levelling of the islands south of the Causeway has been commenced and it is expected, within a year, that a number of playing fields will be available. It will be some years, however, before the extreme southern portion referred to by Dr. Hislop will be fit for use. The hon. member's statement that 10,000 persons will use the area is far from correct. Even when the whole section south of the Causeway is fully developed, it will not cater for more than 500 players from youth organisations at the one time, and it is not the policy of these organisations to encourage spectators. Access to the grounds will be quite safe, this having been investigated thoroughly by the Commissioner of Main Roads. The approaches to and from the Causeway, from the ten chain strip reserve for services, parking, etc., are the subject of substantial planning and there is ample room reserved for this purpose.

Some time was devoted by Dr. Hislop to commenting on the traffic problem within the city and he advanced suggestions for the speedier flow of vehicles. He mentioned that if we wished to control our traffic in the modern conception, it was essential that traffic lights be introduced, but that this was not feasible under the principles of traffic flow followed at present. The suggestion made by Dr. Hislop is that the driver of a vehicle desiring to make a right-hand turn at an intersection, should travel in the left-hand lane, then drive across and wait in the street on the present cross-walk until the traffic flow is given the right-of-way in that street.

Only two vehicles could be accommodated at any one time in this manner at intersections, so that if eight or ten vehicles in succession were desirous of making a right-hand turn, and this is frequently the case, they would have to await their turn on the left-hand side of the road and close to the kerb.

To make provision for such persons to park and await the right-of-way to turn, it would be necessary to prohibit parking of all vehicles on the left-hand side of the road for at least 100 ft. back from the intersection. This would mean that from every intersection where traffic is allowed to flow four ways, parking would be prohibited 100 feet back from the intersection on both sides in all the four streets.

In the case of one-way streets, and traffic desiring to turn right into those streets, it would be necessary to prohibit parking 100 feet back from the intersection on two sides of the street from which they were turning. The effect of this prohibition of parking 100 feet back from intersections, would practically eliminate parking altogether in the central portion of the city, and there is little doubt that business people in the city would be very much opposed to this.

It is of much interest to know that in the last few days a report was received from the Acting Commissioner of Police in South Australia, which shows that the Traffic Committee in that State is considering the desirability of recommending that the traffic be changed from the left, or outside, to the right, or inside, i.e. to adopt the practice which prevails in Perth. We are informed that the Traffic Committee in South Australia has heard evidence from people with experience of traffic control in London, Cape Town, Sydney and Brisbane, and all were of the opinion that South Australia should adopt the practice which obtains in Perth and the other places mentioned.

If Dr. Hislop's suggestions were adopted, trailer-lorries or trailer-buses would be prevented from making a right-hand turn at any of our central city intersections on account of their size. Dr. Hislop mentioned that he had previously submitted his plan to me and that it had been discussed by the Traffic Branch. A good deal of thought had been, and is being given, to this matter by officers of the Traffic Branch who, in company with the hon. member, have tested the scheme in the city streets.

Then again, Dr. Hislop ventured the opinion that the present proposals for the Victoria Park approach to the new Causeway would result in traffic congestion. He asked that plans for this eastern approach be tabled in order that members might satisfy themselves as to the adequacy of the scheme. I have obtained these plans

and I take the opportunity to table them now. On examination members will observe that there are four plans—

- (a) The temporary roundabout or "circus" treatment pending completion of the new bridges.
- (b) A plan of the rotary approaches to be provided when the bridges are complete.
- (c) An enlargement of the rotary showing distances.
- (d) A plan showing method of traffic movement through grade separation and a two branch clover leaf.

The belief was expressed by Dr. Hislop that the provision of a circus at the Victoria Park end would tend to slow down and not speed up traffic. His views may be summarised briefly as follows:—

- (a) That the circus treatment would work only for a few years, after which effect will have to be given to some treatment to enable traffic crossings to be made at different elevations.
- (b) That it might be wise to consider whether, even at this stage, the Causeway structure should be lifted and extended to enable traffic movement along Albany-highway above that from Canning-highway to the Great Eastern-highway.
- (c) That an inspection of the temporary treatment just being completed might indicate to members that the proposed final circus treatment would not satisfactorily provide for traffic.

Prior to arriving at a decision as to the most suitable treatment for the approaches, many alternatives were examined in detail, and the work authorised is so designed that—

- (a) A circus treatment at each end of the Causeway will provide for traffic requirements for some time at a relatively small cost.
- (b) Future approach treatment by a system of grade separation can be provided in the form of a partial "clover leaf" design without alteration to the flow of through traffic along the line of the Causeway.

This can be effected, as will be seen from the plans I have tabled, by ultimately raising the Canning-highway to the Great Eastern-highway section over the Albany-highway when found necessary, and not by raising the Albany-highway section now as suggested by Dr. Hislop. The effectiveness of grade separation treatment to speed up traffic at the Victoria Park approach to the Causeway would be greatly reduced unless the same, or an equally suitable, treatment was provided at the Perth end.

The two partial "clover leaf" treatments would, under present conditions, cost at least £200,000 and such an expenditure is not considered justified as traffic can be reasonably provided for by the "circuit" treatments for years to come at much less than 10 per cent. of that cost. Adequate resumption of land has been effected to ensure that partial "clover leaf" treatments can be provided when found necessary. It would not be possible to gauge the value of the permanent "circuit" treatment from an examination of traffic flow over the temporary scheme which is to be put into operation during periods of peak flow when the Victoria Park trams cease operating.

The temporary scheme has a number of right angle turns and the roads are much narrower than that proposed in the final "circuit." The temporary scheme will, however, give substantial relief to the existing conditions. The dimensions of the rotary or "circuit" design are based on information obtained from overseas, where successful rotaries have been established. It is not disputed that rotaries limit the speed of movement; but when properly designed they ensure continuity of movement at an approximate speed of 25 miles an hour. Although sufficient land has been resumed for a system of grade separation, such a scheme, as well as being expensive, is unsightly owing to the high embankments required on the roads joining up with the overhead bridge. Should members require further details, I shall be happy to provide them with what information I possibly can, but I would point out that the plans adopted have followed the examination of numerous overseas schemes of which the most suitable are being followed.

While referring to the Causeway, I would like to mention that the delay that has occurred in replacing the Victoria Park trams by buses has been unavoidable so far as the Government is concerned. There is no doubt that trams contribute to congestion on the Causeway, and to assist in relieving this congestion steps had been taken to introduce a bus service at an earlier date than was designed originally. This had been achieved by purchasing buses that were available in Australia. Some of these buses were fully built and ready for the road; others were chassis only and required the body to be built.

The date on which the service was to commence had been fixed provisionally for the 3rd September. However, regrettably, it was learnt last month that body building delays were expected to prevent delivery until late in October. As a result, commencement of the bus service does not appear possible until some time in November. The body builders state the delay is occasioned by interruptions in the delivery of essential material. I can assure the House that the Government is doing what is within its power to ensure that

this material is supplied as quickly as possible and that the buses will be on the road with the least possible delay.

In referring to remarks made by Sir Charles Latham, I would like first to congratulate him on his appointment as Deputy Director of Recruiting in Western Australia, and to commend him on his public spirit in accepting this honorary position. This is another instance of Sir Charles's attitude towards public affairs, and of his efforts to assist his country to the utmost of his power. Sir Charles expressed the opinion that when the new Causeway is finished there still will be difficulty in getting people across the river, and he suggested another bridge commencing from the foot of Barrack-street. There have been numerous proposals regarding possible additional crossings between the Causeway and the Narrows. No decision has been made by the Government in this regard, but the matter is under discussion.

The complaint was voiced by Sir Charles that in most cases the findings of Royal Commissions had not been accepted by the Government. I am afraid that I cannot agree with him. A few recent instances that spring to mind are the Railways Royal Commission whose report is being acted upon; and the Royal Commission on municipal boundaries following which action has been taken in connection with Albany, Bunbury and Kalgoorlie. Other recommendations of that Commission are under consideration. As a result of the Claremont Mental Hospital Royal Commission, legislative action will be taken; and almost all the recommendations of the Workers' Compensation Act Royal Commission.

Some Royal Commissions were appointed to inquire into charges only, following resolutions of the Legislative Assembly. Police Administration and State Housing Commission Administration Commissions were in this category. In another instance a Select Committee was converted into an Honorary Royal Commission to enable inquiries to be continued during the Parliamentary recess and a report to be made to the Governor, this being the Royal Commission on the fishing industry. The greatest value derived from Royal Commissions is in fact finding—especially where there is a conflict of interests.

I take this opportunity, as Minister controlling the Fremantle Harbour Trust, to reply to certain criticism of Mr. Tydeman's report on his proposed Fremantle harbour extension plan. All members are aware, I think, of Mr. Tydeman's ability and experience and there is no need, therefore, for me to dwell upon this State's fortune in obtaining an engineer of his capacity. When the Supply Bill was introduced, Mr. Fraser referred at some length to Mr. Tydeman's report. At the time, as members realise, I was able to reply only very briefly.

Subsequently, however, I have made a point of assimilating Mr. Fraser's remarks

and would like to comment on them now. Mr. Fraser stated that he wished to place before Parliament the views of certain Fremantle residents who would be affected by extensions to the harbour. He felt that all harbour extensions for the next 50 years could be provided outside the river without causing discomfort to any one person. He also mentioned that the Government was behind schedule so far as the timetable laid down by Mr. Tydeman was concerned. Firstly, as regards the programme, I would explain that Mr. Tydeman's report was examined by a committee appointed by the Government, comprising Mr. Dumas (Director of Works), Mr. McCartney (General Manager, Fremantle Harbour Trust), Mr. McCullough (Chief Engineer, Railways) and Mr. Reid (Under Treasurer), with Mr. Tydeman present in an advisory capacity. The committee, after several months of deliberation, came to the conclusion that the programme proposed by Mr. Tydeman would concentrate expenditure in a few early years of the scheme. To spread the expenditure over more years and so relieve the financial burden, a new programme was agreed upon. The programme in Mr. Tydeman's report which was quoted by Mr. Fraser has therefore been superseded.

The new programme permits resiting of the railway bridge upstream from the existing road bridge without disturbing the road bridge. This is effected by the main line being diverted to cross Stirling-highway at North Fremantle, possibly by means of an overhead bridge, then passing over the river on a partly constructed railway bridge at lower than finished level—and, therefore, at lesser cost at that stage—subsequently passing under the existing roadway on the south bank and so feeding into the existing south port area. By this means full efficiency can be given to the south quay berths without disturbing the road bridge until the end of its useful life. The programme as amended by the examining technical and financial committee, allows for the railway diversion to be completed in its initial cheapest stage by 1955, and for the realignment of the existing road bridge to be deferred, if required, until about the year 1966. Both bridges would then be finalised with the river straightening, dredging and reclamation project in 1972, subsequent to which upstream berths would be required and could then be built.

The original programme suggested by Mr. Tydeman for both bridges to be completed by 1955 was based on a viewpoint of 1946 that the work would commence in 1950. Preparation of the report, the work of the examining committee and necessary procedure, deferred the initiation of the work until June, 1950, so that actually the work on paper has only just commenced. The original programme would also have been delayed by the same period.

Then again, Mr. Fraser expressed some fear as to the safety of the railway bridge.

There is no need for worry in this connection, as the Railways Commission is strengthening the bridge to ensure its safety for traffic, until such time as the modified railway diversion is completed. Mr. Fraser characterised as ridiculous Mr. Tydeman's proposal to move the railway bridge three-quarters of a mile north, in order, as the hon. member said, to extend the harbour in that direction and to link the northern and southern railway systems. He qualified his remarks by admitting that they were the thoughts of a layman.

I fear that there exists considerable misapprehension as to the reason for moving the railway bridge. The port's capacity can be doubled, not by building new berths, but by improving the existing inner harbour berths. In short, this can be effected by multi-storage sheds, mechanisation, efficient roads and road transport and an efficient railway system. The north quay berths can be made efficient in all these matters, including railways, which will be improved by the creation of new sidings at Leighton.

It is not possible to improve rail efficiency at the south quay unless the railway bridge is moved upstream to a point somewhere near Point Brown. Technical reasons for this, briefly, comprise the land area and distance required for proper berth changeover sidings, efficient gradients and curves, and river headway clearances in accordance with international standards. Thus for no reasons connected with upstream extension of the port, the existing railway bridge must be moved to improve the efficiency of the south quay berths. If the railway bridge is not moved, there is little purpose in spending money on improving south quay berths, and they will continue to operate at their low efficiency. This is an important point to remember.

Although he said he would not presume to criticise Mr. Tydeman's scheme, I think that Mr. Fraser was a little unfair in stating that he felt that it was just another indication of what happens when an engineer is given a job and is told what is wanted. Mr. Fraser went on to say that, in such cases, the engineer provides some proposition to meet the requirements, and that has happened in this instance. I would like to correct this assertion and leave members with no misapprehensions in regard to the true facts. Mr. Tydeman entered into a contract with the then Premier (Mr. Wise) to act as a consulting engineer and produce a report on the future development of the port. At no stage whatsoever were any lines indicated on which he was to develop his plans and, at all times, his logical and technical approach to the problems were completely unfettered by any pressure, Government or otherwise. In fact, Mr. Tydeman assures me that he would not have tolerated any interference of this nature.

It was suggested by Mr. Fraser that instead of providing 11 additional upstream berths and then enlarging the harbour seawards, it would be better to do away with the upstream extensions and create all additional berths in a seawards direction. Mr. Fraser claimed that this would provide all the facilities of the Tydeman plan and would not dispossess 2,000 persons of their homes. In this latter regard I might say that a maximum of 200 houses may be affected when the scheme is finalised. Actually, only a few properties will be affected annually over the passage of years. I would remind Mr. Fraser and other critics that Mr. Tydeman's scheme includes estimates and provision for rehousing, the proposal being that no individual should be displaced from his property, house or industrial, until he has received equivalent accommodation elsewhere. This should present little difficulty as the Government owns a considerable amount of property in the Fremantle area.

Mr. Tydeman's programme is to increase the capacity of existing berthing facilities from 2,000,000 to some 4,000,000 tons per annum. It must be borne in mind that, subsequent to the submission of Mr. Tydeman's report, which was based on a five per cent. annual increase in trade, the trade of the port increased materially in 1949-50, and the Commonwealth Minister for Shipping indicated that in 1950-51 there would be a 60 per cent. increase in shipping to Australian ports. Should this occur the need for improved facilities will be much earlier than planned in Mr. Tydeman's report, that is, 1972.

If the railway bridge is not moved upstream the capacity of the existing south quay berths will not be improved, and by extensions to northern berths only, the port capacity will be extended from 2,000,000 to 3,200,000 tons only per annum. To construct outer harbour works to make up the difference of 3,300,000 tons per annum which the 11 up-river and the rejuvenated south quay berths could provide, would cost £4,500,000 more than providing 11 berths upstream. In fact, it would require 16 berths seawards to be equivalent to the 11 berths upstream, owing to the fact that the south quay berths would for all time be rendered inefficient by leaving the railway bridge on its existing site.

In addition, it is well worth recording that many schemes have been produced, examined and estimated by Mr. Tydeman in the preparation of his report and the most economical solution is the one under criticism, namely, rehabilitation of the existing 18 berths, involving the moving of the existing railway bridge and the construction of 11 new berths upstream. It must also be remembered that a seawards port requires additional maintenance costs in the preservation of its marine structures and the dredging of its channels. In regard to Mr. Fraser's conten-

tion that the narrow curved entrance to the port limits the number of vessels that can be handled efficiently in the harbour, I would point out that although Mr. Tydeman has proposed 11 new upstream berths only, making a total of 29 berths, his report indicates that a maximum of 40 berths could be operated satisfactorily within the harbour.

Sitting suspended from 6.15 to 7.30 p.m.

THE MINISTER FOR TRANSPORT: Mr. Fraser's efforts to compare Mr. Tydeman's costs per berth of seaward as against upstream extension are somewhat misleading. He pointed out that the cost of a seaward berth would be only £300,000 dearer than an upriver one. As I have said already, due to the reduced capacity of the port if the railway bridge is not resited, 11 upstream berths would be equivalent to 16 seaward berths, and seaward extension on this basis would cost £4,500,000 more.

Hon. G. Fraser: I only took the figures out of his own report.

THE MINISTER FOR TRANSPORT: Another most relevant point is the defence angle. Subsequent to the issue of Mr. Tydeman's report, defence authorities stated that they strongly favoured upriver extensions. Also, in the event of increased trade or war requiring extra berthing facilities, these could be provided more expeditiously upstream. Mr. Fraser ventilated the opinion that the Government had adopted Mr. Tydeman's report after little consideration. As I said earlier, the report was the subject of intensive examination and discussion over a period of months by a technical and finance committee.

With regard to Mr. Fraser's complaint that it is not possible to ascertain which private properties will be affected by the extensions, several preliminary surveys have been made for the provision of future roads, railways, port properties, etc., and these give a fairly accurate idea of which properties will be affected. Future surveys will resolve the matter, but they are not expected to vary much from the preliminary rough surveys. The Government is prepared to listen sympathetically to any reasonable suggestion regarding the harbour. This is indicated by its attitude to a request in another place that an engineer be brought to this State to confer with our engineers in regard to upriver extensions to the harbour. The Premier arranged with the Premier of South Australia that the Chief Harbours and Rivers Engineer of that State would investigate upstream extensions.

Speaking to the Address-in-reply, Mr. Davies also submitted the views of Fremantle residents in relation to Mr. Tydeman's plans. I should be glad if Mr. Davies would regard my comments on Mr.

Fraser's speech as a reply to his own remarks apart from one or two points to which I shall refer. Mr. Davies said he was under the impression that the present 18 berths at the port should be capable, with the expected five per cent. annual increase in shipping, of coping with the work of the port for the next 20 years. This being so, Mr. Davies could see no need for early upstream extensions. He stated he was not alone in this opinion.

In reply to that, I point out that Mr. Tydeman's estimate that the port trade would increase annually at a rate of five per cent. was made in 1948. He also said at that time, "Should the actual rate of development prove faster or slower than this estimated rate, the scheme of port improvement adopted can be readily amended to suit." Subsequent indications suggest that the development rate of five per cent. will be exceeded. As a matter of fact, it has been 15 per cent. for the last two years. Mr. Tydeman's original programme was to complete the new bridges by 1955. The technical and finance advisory committee, to which I have referred, amended this deadline to 1962 for financial reasons.

Members may not be aware that Fremantle today is faced with a crisis caused by failure to expand the port years ago. The rapid trade increase, together with the unprecedented use of the port by non-cargo vessels, such as whalers, naval vessels and ships requiring bulk wheat fitting out or repairs, renders it imperative to expand the port with the minimum of delay rather than defer the matter as proposed by Mr. Davies, who is another who objects to the proposal to move the bridges to Point Brown. As I said in reply to Mr. Fraser, the location of the existing railway bridge in close proximity to the Fremantle railway terminal yard and the south quay berths, limits railway efficiency to a low figure.

To build a new railway bridge on the same site would have a like effect and restrict south quay berths for all time to low efficiency. The resiting of a new railway bridge adjacent to the existing road bridge would not materially improve railway yard and port rail efficiency. It would cause the North Fremantle station and yard to be resited, and would not justify the cost involved. Point Brown is the nearest point upstream from the existing port at which a new railway bridge could be resited to get full railway terminal and south quay efficiency. Both road and rail bridges would have to be moved to Point Brown for this purpose. This would open up the best site for a dry dock; would improve currents and ship manoeuvring in the inner harbour; would improve navigation of the river; would alleviate upriver flood and river flow conditions; and limited to 11 berths only, it would open up the river for the cheapest and most rapid form of port expansion.

In the course of his speech Mr. Davies asked "What would have happened if the original proposal to build a concrete steel bridge had been given effect to in the early part of the present decade?" The proposal to which he is referring presumably is that put forward 25 years ago by Sir Alexander Gibb. This proposal was to construct new bridges at Point Brown and it was agreed to by the then Government, but was not implemented. Mr. Tydeman's plan revises this proposal in a modernised form. Sir Alexander Gibb and Mr. Tydeman agree that no upriver extension should occur beyond Point Brown. Siting both bridges at Point Brown need not interfere with proposed public services as suggested by Mr. Davies. All the temporary diversions or final sitings of gas, electricity, water and sewerage mains, etc., could be co-ordinated prior to or during bridge reconstruction.

Upriver extension, including bridge reconstructions, will be quicker than seaward extension. This is mainly because of the certainty of sea and weather protection in upriver work. Construction seawards requires, firstly, a protective breakwater; then subsequently, inshore works, dredging, reclamation, wharves, etc., which cannot proceed without the protection of the breakwater, a programme for which is uncertain because of its exposure to seas and storms during construction. If the rail bridge is not removed upstream, only the north quay berths can be improved in the existing inner harbour. This would mean that were seaward extensions proceeded with first, its berths would be required 10 years before an equivalent upriver extension to make up for the lost capacity of the south quay berths, which cannot be improved. This 10 years is based on the five per cent. per annum programme and would be lessened considerably if existing trade expansion persists. Thus any seaward expansion would have to be ready for use years before upriver expansion, which, as I have said, would be infinitely faster than seawards expansion.

It was suggested by Mr. Davies that the Government should request a subsidy from the Commonwealth for the building of a dry dock. The Commonwealth has given much attention to this matter. During the last war, after considering all ports, including Fremantle, Sir Alexander Gibb selected Sydney as the most suitable site in Australia for a major naval dock. Members might also like to know that naval authorities state that they are not interested in a dry dock for Fremantle. The most suitable commercial dry dock site lies between the existing bridges. One or both of these would have to be resited upstream, if a dry dock was built and this is another point in favour of an initial limited upriver port expansion.

Reference has been made at times to the possibility of using outports for the discharge of cargo. At the present time, however, the outports could be of little value in alleviating the pressure on Fremantle. The only ports likely to be of any use in this regard would be those nearest Fremantle; namely, Geraldton, Bunbury and Albany. Geraldton possesses one general cargo berth with a capacity of some 110,000 tons per year, if labour and other facilities can be supplied. This port, by virtue of the entrance channel depth, is limited to ships with a maximum of about 24 feet draught for all weather conditions. As most vessels using Western Australian ports exceed this draught, Geraldton cannot be used to any extent.

Bunbury has no facilities for handling general cargo. Its capacity is 150,000 tons per year for specified cargoes only, these being wheat and fertilisers in bulk, and timber. Temporary awkward facilities for handling general cargo could be provided in a reasonable time and the port would then be capable of handling some 70,000 tons of general cargo each year. This, however, would be at the expense of Bunbury's existing bulk trade. Albany has limited facilities for handling about 80 tons of general cargo per day at present. This low capacity will be improved next year when new transit shed facilities are completed, provided labour and other problems are solved. It can be seen, therefore, that unless cargoes are consigned specifically to these ports and the ships port-loaded accordingly, it would not be possible to divert cargoes from Fremantle.

The welfare of the native minority is a matter that each Government of the State and the white population as a whole must regard as of major importance and I feel that we are making substantial headway in that regard. The Government is aware that the work of the Department of Native Affairs must not be stultified by lack of finance. It is alive to the fact that the administrators of the department must be men of sagacity and experience. Past administrators have possessed these attributes, but they have been handicapped by paucity of funds. We are fortunate in the Commissioner, and the staff at his disposal when he was appointed, which staff is being further developed. We are gaining field officers of experience who take a keen interest in their work.

Reference was made by Mr. Davies to a matter that had caused some concern in Fremantle. It had reference to an elderly native, who, after living his life under civilised conditions, was not eligible for an old-age pension because of his colour. Mr. Davies considered that the Government should take steps to assist such unfortunates, so that, as he said, they could spend the evening of their lives in reasonable comfort. This, I maintain, is what the Government has done.

There is no doubt that the subject of Mr. Davies's plaint is one Peter Jackson, an elderly man who is not entitled, by Commonwealth legislation, to a pension through his preponderance of native blood. This man was assisted as much as possible with rations by the Department of Native Affairs, which, when his age and the insecurity of his living conditions necessitated, transferred him and his wife to the Moore River Native Settlement. This settlement has been improved vastly and one of its functions is now the care and attention of aged and indigent natives. I would like to impress on members that the existence of this institution has not affected in any way the Government's advocacy that natives participate in Commonwealth social benefits. Unhappily, the Government's efforts in this direction have not been crowned with success.

In dealing with this subject, Mr. Roche asked that his policy for the control of natives be not thought harsh or unkind. He described the great majority of them as "hopeless" beings with the shape of man and the mentality of wayward children. The need for their disciplining or control was the tenor of his remarks. The Government's policy towards the native population is not to assume that they are delinquents as a whole and that they should be controlled on that assumption.

The need for a planned policy of assimilation of natives into the framework of our society is a point well made, but it is not a new proposal. Assimilation of natives has been the public policy of the Department of Native Affairs for some considerable time. It is the basis of all planning, and the guiding principle of measures designed for the social advancement of the natives. So far as housing is concerned the outright provision of such facilities is considered neither practicable financially nor desirable from the point of view of developing in natives a sense of civic or personal responsibility. A detailed housing plan, which embodies the principle of participation by the natives themselves, is at present under consideration by the Government.

The Department of Native Affairs does not agree that the native has no ambition to own a house, but regards this as a question foremost in the minds of many natives at the present time. Mr. Roche was correct in saying that many adolescent natives lost much of the value of their primary education on reaching school leaving age, this being largely due to the lack of opportunity they find in adult life. In facing this problem the department stresses the need to stabilise the native adult population and to provide adequate training establishments in both rural and industrial labour for adolescent boys and girls. Rural training is already being given at departmental institutions and missions. Trade schools have yet to

be established, but before this can be done adequate accommodation must be provided in the metropolitan area.

The issue of child endowment to natives was criticised by Mr. Roche, who stated this was a major cause of their deterioration. As a matter of fact, the Department of Native Affairs possesses the authority to supervise child endowment and exercises this authority where it is shown definitely that the benefit is being misused or that children are being neglected. Mr. Roche suggested that a lesson could be learnt from the native farm schools and native farms in South Australia. This has not been overlooked and discussion between interested parties has already taken place.

Both Sir Charles Latham and Mr. Dimmitt considered that this State could well afford to emulate the example of the New South Wales Government and introduce legislation for the control of the bread industry. Both members referred to the hardships caused to housewives by the unofficial zoning of bread deliveries. They may rest assured that the Government is vigilant in respect of the service being rendered to the public, and particularly in respect of the delivery and quality of bread. It is not correct to assert that a householder is compelled to deal with the one baker, although, generally speaking, bakers are not seeking additional customers at present owing to labour difficulties.

Less than a month ago a complete survey was made of the metropolitan area by a Government officer who is a qualified baker and well acquainted with the bread industry. His inquiries were confirmed by a senior officer who personally discussed the position with several bakers and looked at the matter from a reasonable business point of view, combined with giving the best service that was possible, particularly to outlying districts which were in some cases eight miles from the bakehouse. In order to reach these, in some areas the closer deliveries are not being duplicated, but most residents of the metropolitan area may change their delivery by asking another nearby baker to serve them.

Hon. Sir Charles Latham: They would certainly meet with a refusal if they tried that in Nedlands.

THE MINISTER FOR TRANSPORT: That may be so. In regard to delivery of bread there is at present an acute shortage of labour. It has been estimated that 60 per cent. of the master bakers are compelled to deliver bread themselves. An officer visiting the Eastern States recently discussed with the heads of departments of all other States, with the exception of Queensland, the question of legislation which sought to compel home deliveries. He was informed that great difficulty was being experienced in implementing the New South Wales Act. The Government of

that State recently lost a case in connection with this Act and an appeal is pending. Victoria, Tasmania, and South Australia have also given serious consideration to legislation designed to control deliveries, but have not yet decided to submit any Bill to their respective Parliaments, on the ground that the difficulty of fair implementation and cost would be too great, if not impractical.

I am sure Sir Charles Latham will be interested to learn that the dough weight system in operation in this State is overwhelmingly acknowledged to be the fairest possible method and that both master bakers and operatives in every State of the Commonwealth favour the system. It avoids any loss of moisture content of a well-baked loaf or bread which has been subject to hot climatic conditions during a protracted period of delivery.

Members will have observed the various viewpoints which have appeared in the Press during the last few days. In recent years there has been a great advance in the knowledge of bread making, as a result of the work of the Bread Research Institution. A dry flour can give less production of bread, and moisture content is definitely limited to a reasonably narrow margin, as too little water will make the dough lumpy and too much will make a sticky dough which would not be worth the cost of the extra time to handle it.

The difference in the yield of bread from a bag of flour is negligible. Bakeries must be mechanised by the demands of progress and it takes little imagination to realise the improvement in hygiene when one considers the mechanical process instead of the old-fashioned man-handling of doughs. Sir Charles is wrong in saying that the yeast used nowadays is artificial. It is the same organism which was used previously, but is concentrated and compressed.

It was stated by Sir Charles Latham that the bakers were hiding their inefficiency by blaming the farmers for not producing stronger wheat. It is admitted that the farmer, as a business man, must grow varieties that yield the best, because they pay the best. However, it is felt that the bakers are not blaming the farmers, but are simply pointing out that, in the interests of the community, it is desirable that they should have stronger flour in order to produce the best possible loaf for the consumer.

That this flour is available in Western Australia was proved at a demonstration which was given to the Honorary Minister for Agriculture. It was shown beyond question that the same baker, under controlled conditions and expert supervision, using the same Western Australian wheat, made two loaves, one from the ordinary run of what is known as f.a.q. flour, and the other from wheat from selected sidings, which was stronger. The contrast

between the two loaves was striking; the one with the stronger Western Australian flour was at least about an inch taller than the other, and bigger and better in every way, but there was even more than this to follow. Those present were asked to examine the loaves carefully and indicate which, in their opinion, was the fresher of the two.

The loaves were examined very carefully by all those present, except the bakers who supervised the test. These were the Honorary Minister, Mr. H. J. Ackland, Dr. G. L. Sutton, Mr. R. R. Ackland, Mr. Harold Baker, and Mr. Eric Bond, Director of the Bread Research Institute. The verdict was unanimous that the larger loaf was, in their opinion, the fresher. They were astonished to be told by Messrs. Judge and Condy, who had supervised the test, that this loaf was three days older than the smaller loaf, which at that time was two days old. No more convincing proof is possible that it is desirable that bakers should be supplied with a stronger Western Australian flour, and this is what the bakers are urging.

It is recognised that the farmers are no longer growing premium wheats, because they do not yield as well as the main standard varieties, and no amount of premium which it is possible for the millers to pay could compensate the farmers for the decreased yield whilst the present high prices are prevailing, but the position has changed.

Hon. Sir Charles Latham: Did those present at the test see the dough made up?

The Honorary Minister for Agriculture: No, but we could trust them.

The MINISTER FOR TRANSPORT: I am reading what was reported by the department. Wheat breeders attached to the Department of Agriculture are now producing varieties which, though not as strong as the premium varieties, are still definitely stronger than the standard varieties, and a triumph has been achieved because these varieties yield quite as well as the standard varieties, and, in the end, are likely to prove more profitable because of their better quality, which should realise a better price. Some of the medium strong wheats to which I am referring have been named "Dowerin," "Wongoondy," "Kondut" and "Koorda" and in the field trials conducted by the Royal Agricultural Society they have yielded up to 40 bushels per acre. In the course of his remarks Sir Charles further stated that the work of Dr. Kent-Jones had very much impressed him when he was in England. When Dr. Kent-Jones was here some two years ago—

Hon. Sir Charles Latham: He was not here. He was in South Australia.

The MINISTER FOR TRANSPORT: Did not Mr. Gray meet him here?

Hon. Sir Charles Latham: No. He came to South Australia.

The MINISTER FOR TRANSPORT: He took a leading part in recommending the cultivation of these medium strong wheats, and it is important to remind members and farmers that these medium strong wheats are not as strong as the premium wheats to which the hon. member referred, and therefore cannot be used in the same way for blending with the weaker wheats in order to get a baker's flour. The new medium strong wheats are, however, strong enough to make the best possible bread if used by themselves, and this is the use to which they should be put.

It is difficult, however, to see how the farmers can get the benefit of their increased value unless they are recognised for what they are worth and marketed separately as medium strong wheats. The Honorary Minister for Agriculture has given an assurance that every effort will be made to see that this is done, and that the millers get these wheats so that they in turn can supply the flour of the desired quality to bakers for State use and, if we take the long view, for export.

Members will note with interest that the amount of flour required for local consumption is roughly one-third of the total milling capacity of the mills. Members, too, are fully aware that it is extremely important that the mills should be operated to their full capacity, otherwise the dairy, pig and poultry industries are likely to suffer severely from the reduced quantity of bran and pollard which will be available to them if the mills do not work to their fullest capacity.

I have mentioned export wheat because we must face the fact that our buyers in the East and in Egypt are becoming more discriminating than they were before. This is largely the result of their experience with the stronger Canadian and American flour, which the bakers had during the recent war and which showed that, as a result of its additional strength, it was very much more suitable for the hot climates than Australian wheat, because of what the bakers call greater fermentation tolerance.

As an indication that these people are becoming more discriminating, I may mention the fact that an Egyptian delegation recently in Australia made inquiries from the Bread Research Institute as to the most suitable apparatus for them to obtain in order to establish a laboratory and test any future purchases of Australian wheat or flour which they may make. The Indian Government has already established such a laboratory. I am also informed that New Zealand had to take Australian wheat for a period of years during the last war. About three years ago New Zealand had succeeded in developing a wheat which now makes it unnecessary for them to have Australian wheat to strengthen their flours.

I assure members that the departmental wheat breeders, in producing these new varieties of wheat, have not neglected to see that they also possess that very desirable field characteristic of ability to stand up to wind and storm. They are also selected for their ability to resist disease, including rust. Very considerable advancement has been made in this connection, particularly in New South Wales, where Professor Waterhouse, who has specially studied the rust problem, has succeeded in producing the variety called "Gabo," which is not only a high yielder of wheat of high strength, but is also rust-proof to at least 32 of the distinct species of rust which are found in Australia. "Gabo" has also been grown in this State with some success, but our own wheat breeders will probably use it as a parent in order to impart its rust resistance to local varieties.

It is pleasing to note that Sir Charles Latham was able to visit Dr. Kent-Jones at Dover and was impressed with the work that he was doing, and he will be interested to know that during his recent visit to Australia Dr. Kent-Jones endeavoured to stimulate an increased interest in the problem with which we are now concerned. What will probably be of more importance to the hon. member is that the visiting expert finalised the arrangements which our Australian bakers were making for the establishment of a Bread Research Institute in Australia and selected from several applicants the present director, Mr. Eric Bond. There is unquestioned evidence that his choice was a wise one; and it would appear that the Bread Research Institute of Australia, now established in its own laboratory, is likely to repeat the excellent work which Dr. Kent-Jones has done for the bakers and millers of Great Britain.

I hope that I have dealt adequately with subjects raised during the debate in this House and I now wish to comment upon certain criticism and suggestions made in another place in connection with the departments under my control. It was suggested that a mineral survey of the Lake Preston and Lake Clifton areas might reveal valuable information. I am afraid the Mines Department has a very full geological programme at present but consideration will be given to this suggestion at the earliest opportunity.

Complaints were ventilated that notwithstanding Dr. Robson's recommendation some two years ago that aluminium therapy be introduced in gold mines, very little action had been taken. I want to correct these misleading statements. Aluminium therapy has already been installed at a number of mines. These are—

North Kalgurli—one change-room.

Gold Mines of Kalgoorlie—three change-rooms.

South Kalgurli—two change-rooms.

Great Boulder—one change-room.

Lake View & Star—two change-rooms.

Norseman Gold Mines N.L.—all change-rooms.

Central Norseman Gold Corporation Ltd.—all change-rooms.

New Coolgardie Gold Mines, Barbara and Surprise—change-rooms.

The Boulder, Perseverance and Kalgoorlie Enterprise change-rooms are almost completed for the treatment and should be ready within three weeks. Other companies are pressing on with alterations at the instruction of the Mines Department. Aluminium therapy is now compulsory and the department proposes to see that there is no unavoidable delay in regard to those mines which have not yet completed alterations.

It was advocated strongly that an explosives magazine be established at Esperance. This possibility was investigated fully early this year and expert opinion revealed that the proposal was neither economic nor practical at this stage. The Chamber of Mines was informed of this decision and concurred with it.

Reference was made to the slackening of production in the Co-operative Mine at Collie, it being stated that the coal from that mine was of excellent quality and an excellent railway steaming coal. This is, of course, siderite coal that has been rejected for many years by the railway and electricity authorities. Both these departments are now conducting exhaustive tests to ascertain whether the coal can be used in modern engines and plants. These tests should make possible a definite decision as to whether the coal can be used.

Certain suggestions were made in regard to the progress and development of Collie. With reference to these, I want to be emphatic that the present Government, from its election, has been appreciative of the need not only to increase the coal output but also to ensure that such output can expand each year to meet the additional calls of industry, etc. As a temporary measure to ensure the requisite production of coal pending the modernisation of the industry, the Government fostered the present shallow open-cuts. Meanwhile, it has given every encouragement for the mechanisation and development of the deep mines. It has also encouraged a new company to establish itself at Collie with a view, particularly, to the opening up of a new deep mine.

At the same time, knowing that mechanisation will bring certain other problems in its wake, such as, perhaps, a dirtier coal, the Government has commenced an exhaustive investigation into the economic possibilities of washing and blending coal. A chemist is being placed at Collie to sample all coal continuously, and this will then be tested by the Fuel Technology Section of the Mines Department.

ment laboratories. A washing and blending plant would be very costly to install and the Government requires to know definitely, before considering installation, whether its benefits would warrant the required outlay. The investigation will probably take 12 months to complete.

The Government is also undertaking deep drilling operations at Collie so that the complete boundaries and depth of the coalfield and the seams of coal contained therein may be known beyond doubt, and so that the future development can be planned. This drilling has already added millions of tons of coal to the figures of tonnage already estimated to the time of drilling. There is still need for much development and work by the companies but there is little doubt that great progress is being made at Collie. This field can supply the State's coal requirements for a very long time, and with the programmes of mechanisation, exploration and investigation now proceeding there is every reason to expect a great future for the field at Collie.

With regard to underground conditions, the Government has greatly increased the coalmining engineering staff by first appointing a fully qualified Chief Coal Mining Engineer, and, secondly, adding a second Inspector of Mines to the Collie inspection staff. This now comprises the Chief Coal Mining Engineer, Senior Inspector of Mines, Inspector of Mines and Workmen's Inspector of Mines. The inspection staff has, therefore, been doubled since the Government took office. With this staff the underground conditions at Collie should be reasonably checked and watched.

So far as increased coal miners' pensions are concerned, an actuarial examination of the pensions fund is now being made, and the actuary's report is expected very shortly. This will enable the Government to give immediate and full consideration to the miners' requests that the amounts payable in this State be brought into line with the New South Wales scale, where payments were recently increased.

In dealing with the Railway Department, considerable trouble was taken by one speaker to demonstrate how harshly the Western Australian wheatgrower was treated in regard to railway freights, as compared with growers in Victoria and New South Wales. To quote a well-worn cliché, "comparisons are odious," and unless all the facts emerge it is easy to arrive at an erroneous conclusion.

It is really difficult to compare the problems in this State with those of other States, although I must admit that the recent increases in wheat freight charges were proportionately higher than the increases on other items, with the exception of superphosphate. But—and this is important—this fact will be borne in mind when the question of a further revision of

freight charges is under review. It may not be known that the average operating costs for the rail haulage of all goods in the State for the year ended the 30th June, 1950, was 3.4 pence per ton mile, while the average freight per ton mile was 2.52 pence. The average freight per ton mile on wheat is only 1.74 pence and when this is compared with the 4.25 pence per ton mile charged by road haulers, it must be conceded that wheat-growers are not badly treated in regard to rail freights.

Some criticism was directed at the "PM" class locomotives. Following assertions by Labour unions about the workmanship on these engines, the matter was submitted to the President of the Arbitration Court for inquiry. Of the eight instances of bad workmanship alleged by the unions, the court found that this could be justified to a material degree in one case only, and that poor workmanship to a minor extent was evident in two other cases. This speaks for itself. Some complaints of rough riding have been levelled at these locomotives, and, as a precautionary measure, pending a detailed investigation, a speed limit of 40 miles an hour has been imposed. This restriction does not affect in any way the mobility or usefulness of the engines which are employed fully on services requiring speeds not greater than 40 miles an hour.

Mention has been made of the rents of railway homes, and in this regard the unions have accepted a formula by which fair rents will be determined. A complaint was made that dust creates dirty conditions on the "Australind" during the summer, and it was suggested that it might be possible to air-condition the train. This matter is being borne in mind, but there is more essential work that must take precedence.

An allegation that the Salmon Gums railway dam contained six to eight feet of silt is not in accordance with information submitted by the department. The latest report showed that the gauge board revealed a water depth of seven feet eleven inches and that the silt depth was two feet. Unfortunately, the department has not the manpower to clean out the dam and the only private quote received was of a prohibitive nature.

Reference was made in another place to the lack of punctuality of the Kalgoorlie train service. The critic entirely disagreed with the department that the engines were responsible for the late running. He stated that the engines in use, the "PR" class, had been in work for less than 12 years, and could not possibly be the cause of late running. This is the antithesis of the truth. Apart from 10 locomotives completed in 1939, the "PR" engines are up to 25 years old. Some of the delay is attributable to inferior coal, but it must be borne in mind that locomotive power has been allowed to drift into dire straits, and that it is not

possible to rejuvenate this power in a short time. A reference that the journey to Kalgoorlie 40 years ago was 10 to 15 minutes faster than now ignores two salient facts; first, that the amount of work to be done now is considerably greater, and, secondly, that many of the locomotives that gave sterling performances 40 years ago are somehow still being kept running to provide a service. A proposal that route maps be placed in trains, showing the refreshment stops, is a useful one and is receiving consideration by the Commission.

A dire picture was painted concerning wagons for coal haulage, and it was prognosticated that by June, 1951, there would be great difficulty in transporting coal. The Railways Commission is quite aware of the situation, and the progress shown to date indicates that it does not intend to waste any time. The Commission has embarked on a programme to replace stock that has outlived its economic life, and consideration is being given to the supply of wagons to meet the additional demand.

The theory was advanced that the only satisfactory method of relieving the traffic on the South-West railway was to duplicate the line. Such duplication would be valuable, but its cost and present day conditions place it beyond the pale of practicability at this stage. The need for increasing the capacity of the line is vital, and this will be achieved in the very near future by the installation of centralised traffic control, which is expected to meet the requirements of the South-West for many years to come.

The fact that the last train from Perth to Bellevue is now 10.35 p.m. instead of 11.5 p.m. was made a ground for complaint. It was pointed out that persons leaving Perth by train after 10.35 p.m. had to catch a bus from Midland Junction to Bellevue, this costing them an extra fare. The Commission had no option but to discontinue the later service as the number of passengers did not justify the expense, especially as the railway bus service catered for the people affected. The minimum fare on the bus was recognised as a hardship for those travelling to Bellevue, and, accordingly, the fare was reduced to 3d.

The same speaker in another place objected to the abolition of return fares on Sundays, contending that this imposed a hardship on the worker, who should not have to pay higher fares for travelling on Sundays than on weekdays. This reasoning loses much of its logic when it is realised that the department has to pay its employees double for working on Sundays. Efforts have been made to reduce expenses by curtailing the Sunday staff, but this remedy is not nearly sufficient to bridge the gap between expenditure and revenue.

The necessity of installing warning signals at crossings was referred to. The department realises the effectiveness of the flashlight signal, and, in conjunction with local authorities and the Main Roads Department, it is doing its utmost to expedite the protection of level crossings. Materials ordered two years ago are now being received, but further progress is completely contingent on the delivery position. A statement that the Murchison area is always singled out for railway and transport economies cannot be taken seriously and it ill-behoved the person responsible to suggest bias in such matters.

I thank members for their patient hearing and I trust that I have covered all the matters referred to. As mentioned earlier, I could not deal with every point raised and if any member wishes further information on any question I shall be only too happy to secure the individual details when these are available. I have much pleasure in supporting the motion.

Question put and passed; the Address adopted.

On motion by the Minister for Transport, resolved:

That the Address be presented to His Excellency the Governor by the President and such members as may desire to accompany him.

BILLS (10)—FIRST READING.

- 1, State Transport Co-ordination Act Amendment.

Introduced by Hon. A. L. Loton.

- 2, Marketing of Eggs Act Amendment (Continuance).

- 3, Bulk Handling Act Amendment.

- 4, Feeding Stuffs Act Amendment.

- 5, Plant Diseases Act Amendment.

- 6, Superannuation, Sick, Death, Insurance, Guarantee and Endowment (Local Governing Bodies' Employees) Funds Act Amendment.

Introduced by the Honorary Minister for Agriculture.

- 7, Mining Act Amendment.

Introduced by the Minister for Mines.

- 8, State Trading Concerns Act Amendment.

- 9, The Fremantle Gas and Coke Company's Act Amendment.

Introduced by the Minister for Transport.

- 10, Railways Classification Board Act Amendment.

Introduced by the Minister for Railways.

House adjourned at 8.25 p.m.