

would be of great assistance. That would overcome the years of trial and error through which farmers have to pass to ascertain what types of seed, superphosphate and pastures are the most suitable for certain soils. A veterinary surgeon placed at the station to render service to the farmers would, especially, be of great value to the dairy industry. Pastoral experimental work should be carried out and organised through this research station, which could well be the headquarters of the Agricultural Department's experimental work. These are the ways and means by which we can increase our production of primary products.

The rural training centre at Harvey for ex-servicemen has been showing excellent results and the soldier settlers passing through it have stated that the six weeks course has proved of immense value to them. When all these men have completed their courses I suggest that the Government should continue the centre as a college to give six-week courses to junior farmers and other youths interested in farming.

I would like to see a mineral survey made in the Lake Clifton and Lake Preston areas. I have heard many rumours and statements about the mineral wealth there, and if a full survey was made of those two lakes it would reveal exactly what is there. If there exists mineral wealth in that area we should know of it and it should be exploited.

The Government should give consideration to subsidising bushfire insurance schemes. The heavy financial loss experienced by farmers last summer indicates that a scheme of this nature is necessary. I will not enter more fully into that matter now because I will have another opportunity later of speaking to it when the Bush Fires Act is discussed.

I must commend the Government also on its decision to build a junior high school at Harvey. Unfortunately, the work on this building has not yet commenced but I hope it will not be long before it is put in hand. In the meantime, the urgency for school accommodation there is just as acute as it was when the establishment was first requested. I want to stress the need for co-operation between Government departments. The departments which perform work in the country, such as the Forests Departments, the Department of Agriculture and the Lands Department, would benefit if there were closer co-operation between them. For instance, if such co-operation existed, the Forests Department would not plant pines on country suitable for dairying and it could also be induced to release land in areas controlled by it which had no marketable timber, but which would be suitable for cultivation.

As to amenities for mill towns, the first approach to this problem should be through the building of good roads to the mills. It is essential for us to have timber but the people will not stay in the mill areas if they are stuck away in the bush and have to traverse long and rough roads to reach their homes. The roads from all the mills these days are carrying heavy loads of timber and, if they were put into good order, the mill people travelling to town to do their shopping and to attend their entertainments, etc., would feel much happier whilst living in the bush.

The Government should give some consideration to the provision of amenities, such as lighting, in bush towns. Lighting would be one of the most important amenities for townships such as surround Mornington Mill and Hoffman Mill which are well out in the bush and where the people are doing an excellent job. The Government should show some interest in those people and thus give them encouragement to carry on. I have not spoken at great length and I hope that all my speeches will be short and sweet. I know that we will have an opportunity of speaking on these same subjects at a later date so I will leave any further remarks until then.

On motion by Mr. Griffith, debate adjourned.

House adjourned at 5.49 p.m.

Legislative Council.

Tuesday, 8th August, 1950.

CONTENTS.

	Page
Questions : Fremantle harbour, as to Tyde-	
man report on extensions	126
Roads, as to bituminising Coolgardie-	
Norseman-Esperance section	126
Housing, (a) as to land acquired by Com-	
mission	126
(b) as to unapproved applications	126
Address-in-reply, third day	126

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

QUESTIONS.

FREMANTLE HARBOUR.

As to Tydeman Report on Extensions.

Hon. E. M. DAVIES asked the Minister for Transport:

When will Volumes Nos. 2 and 3 of the Tydeman report on the Fremantle harbour extension be made available to members?

The MINISTER replied:

Volumes 1, 2 and 3 of this report have been tabled this afternoon, and copies are being distributed to members.

ROADS.

As to Bituminising Coolgardie-Norseman-Esperance Section.

Hon. G. BENNETTS asked the Minister for Transport:

Is it the intention of the Government to make a further grant this year for the bituminising of the Coolgardie-Norseman-Esperance-road?

The MINISTER replied:

The programme of work for this year is being developed and details will be available in due course.

HOUSING.

(a) As to Land Acquired by Commission.

Hon. H. K. WATSON asked the Minister for Transport:

(1) What is the area of land, and the cost thereof, acquired by the Housing Commission during each of the years ended the 30th June, 1946, 1947, 1948, 1949 and 1950—

(a) by resumption;

(b) by purchase?

(2) What is the total area of vacant land at present owned or controlled by the Housing Commission?

(3) How many houses could be erected thereon?

The MINISTER replied:

(1) The areas of land acquired and approximate cost due are as follows:—

By resumption; area; approximate cost.

Year ended, 30th June, 1946—Nil.

Year ended 30th June, 1947—136a.; £12,215.

Year ended 30th June, 1948—635a.; £48,477.

Year ended 30th June, 1949—290a.; £37,610.

Year ended 30th June, 1950—725a.; £75,463.

By purchase; area, approximate cost.

Year ended 30th June, 1946—282a.; £23,745.

Year ended 30th June, 1947—356a.; £21,842.

Year ended 30th June, 1948—479a.; £37,699.

Year ended 30th June, 1949—408a.; £29,697.

Year ended 30th June, 1950—1,782a.; £67,065.

(2) The area of vacant land owned or controlled by the State Housing Commission at the 30th June, 1950, totalled 3,221 acres.

(3) A large percentage of vacant land held has not yet been subdivided, but it is estimated that approximately 10,000 houses could be erected on this land.

The figures quoted include land acquired for and held for the erection of War Service Homes.

(b) As to Unapproved Applications.

Hon. H. K. WATSON asked the Minister for Transport:

Concerning the 5,907 unapproved applications on hand at the 30th June, 1950, for permits to build houses of over 12½ squares, does this figure include applications for war service homes? If so, how many? If not, what is the position regarding applications for war service homes?

The MINISTER replied:

The 5,907 applications for private permits unapproved at the 30th June, 1950, may include applications for permits up to 12½ squares. Until the applicant lodges his plans squarage required is not known. In addition to applications for private permits to build 4,572 applications are held for war service homes.

ADDRESS-IN-REPLY.

Third Day.

Debate resumed from the 1st August.

HON. J. G. HISLOP (Metropolitan) [4.44]: It is indeed pleasing to come to this Chamber and find something of the Elizabethan atmosphere in two new members occupying the seats formerly held by their fathers. In the old days of the English boroughs it was natural and regarded as right that great men should hand down their seats to their sons. Therefore it is with pleasure that we welcome them and other new members to this House. It is probably too much to hope that they will meet with the same response from their electors as an unnamed member of old who represented the borough of Ipswich in 1559, received from his constituents. It was in those days that the local boroughs were called upon to

find the money for their representatives and they naturally, to a large extent, appointed wealthy men in order that they might avoid paying the amount they would normally be called upon to find as the salary of their representatives.

However, I trust that our new members will continue to receive more than the unnamed man did in those days because we find that, although he received three times his salary, the total amount was only £31. Quite probably the £31 would have purchased considerably more than will the amount that the newly-elected members will get as salary in this House. It is my earnest hope that they will receive from their electors the same measure of credit that fell to the unnamed man and will continue to represent their provinces as long as their fathers did before them, though their coming amongst us is not without a great deal of regret at the passing of one of our esteemed colleagues and the retirement of the other.

I should like to congratulate Mr. Fraser on having been appointed to represent this Parliament at the Empire Parliamentary Conference to be held shortly in New Zealand. Even though I was nominated as a candidate, his appointment gave me great pleasure. I hope that he enjoys his trip, and I think possibly that his experience abroad will cause him to return "a little Liberal or a little Conservative." However, there is no member whose services are more deserving of reward. No member has stuck to his task more closely or given greater attention to detail and to the work for his electors than Mr. Fraser has done. His addresses on many subjects and particularly his most recent one have evidenced his great interest in the work of this Chamber as well as his duty to his electors. I congratulate him upon his appointment and hope that he enjoys himself thoroughly.

To the Minister who has been appointed as Leader of this House, I extend my congratulations and assure him that I shall at all times give him my assistance and I know that he will receive a similar degree of assistance from other members of the House. I feel that with his attention to detail and his assiduous approach to his task, he will bring to this House and to us much information that we have requested and have not always obtained in the past. The other evening, when I was speaking on the Supply Bill, I placed before him a rather impossible task in the shape of questions regarding hospitals and he attempted, without reference to the department, to reply to those queries. In order that he may be able to give fuller replies to these questions, which I regard as urgent and which I am certain many of our citizens regard as urgent, I shall refer to them again in my remarks today.

I and many others want to know just exactly what a regional hospital is. I ask the question again because, having listened to Mr. Gray refer to the Fremantle hospital, I feel certain that he does not realise that what he gets at Fremantle in the way of a hospital depends entirely on what is meant by a regional hospital. Until we have some integration of hospital plans, I am afraid Mr. Gray, will, like the rest of us, be searching in vain for what he really requires. There must in the future be a central organisation because half a million people cannot afford to duplicate a central organisation such as the Royal Perth Hospital. The result will be that even Fremantle will have to send its most urgent cases, and those requiring the extensive use of very expensive apparatus, to the Royal Perth Hospital. The Fremantle hospital will, of course, be nearer to the centre than will many others, but it will, as all the regional hospitals will, be required to play its part in the integration of medical and hospital services.

I do not desire to elaborate any more than to give the Minister the opportunity of obtaining a reply in definite terms from his department. I shall otherwise have to wait until the next Supply Bill for a reply to the question. We can, however, be given the reply by the Minister, much earlier, when he finishes the debate on the Address-in-reply.

Hon. E. M. Heenan: Will you tell us what a regional hospital should be?

Hon. J. G. HISLOP: I have said it often, but I want the Government to show that it really understands what it is.

Hon. G. Bennetts: If your report were printed, members would know.

Hon. J. G. HISLOP: If the hospital question were before the House, I would be quite prepared to lay out a scheme for an integrated hospital service for the State, but it would take too long to do it at this moment when the ordinary members, such as I am, are given the opportunity of roaming over the problems of the State.

This afternoon I gave notice that tomorrow I would ask a question concerning the possible sending of a Government representative to Mr. Truman's conference on the care of the aged. I did that for this reason, that one of the really urgent things in this State, is to know what to do with our aged people. Probably it does not really mean much to the ordinary man in the street, but perhaps I can make it come nearer home when I say that today every child under 10 years of age can expect to reach 75 years of age. This means that the average age of the population, or the age expectancy, has grown considerably and is continuing to grow. But I fear that the main difficulty in regard to the

increased expectancy of age is the fact that we have not been able to keep in line with the increased age by the retention of normal virility. The result is that there are many people in our community who are seeing the latter end of life pass in difficult circumstances.

If you, Mr. President, had visited the wards of the Royal Perth Hospital, as I have done for well nigh a quarter of a century, you would have seen a very marked change in the ages of the patients treated there. Within recent years the patients in at least two wards of those I visit frequently, have had an average age of something over 70 years. The problem of where to send them and how to care for them is exercising the minds of every member of the institution who is carrying on any form of treatment for them, or is concerned with the administration of the hospital. If members could see some of the homes in which these people live they would realise the difficulties.

In some homes around Perth these aged people, just sit on a verandah, and are housed, possibly, four and six in a room which previously had been an ordinary sized bedroom. Many of them live in single rooms and have their meals in all sorts of cafes around the city. They have no-one to care for them, and the moment they become ill they are re-admitted to the Royal Perth Hospital. Then starts again the cycle of where to send them and how to care for them after they leave the institution.

The economic problem is a big one. It has been said that there might be one or two ways out of it. One is that we should increase the retiring age to meet the fact that the birth rate corresponding to our normal age of entrance into the ordinary activities of life was lessened during the depression years, so that by increasing the age of retirement we could get over that difficulty. Another suggestion is that some organisation might be started to allow men, who had reached the retiring age, to take on some other occupation which they could usefully carry out. Only recently in a journal which came from abroad I found set out a series of organisations and trades which were making it their business to find new employment and some means of spending the leisure hours of those people who had been retired from their ordinary activities in life.

These problems have been exercising the minds of at least the medical profession and those who administer hospitals. It was curious that whilst I was in the United States there were two of my friends, who were most interested in homes for the aged, visiting the States at the same time. As a result of the investigations which the three of us made, we realised

that the question of care of the aged was just as big a problem to that vast country as it is to us. When we asked repeatedly what was the answer, we were told, "We have yet no answer." It is interesting now to see that President Truman has realised the immensity of the problem and has decided to call a huge conference to discuss the question. Surely the State Government could find a representative to send to the States! The cost involved should be completely without thought in comparison with the experience that would be gained by those attending that conference. I am certain, in dealing with world problems of that sort, that a representative from this State would bring back to us some solution of this grave and serious matter which is facing our aged people.

It was also interesting, in the last few days, to have seen the comments of Dr. Donald Hunter and Professor Blake of Yale, who have been visiting our city, on the need for a medical school. This is something which was promised as a prime necessity some years ago, but which has since apparently proved to be too difficult to inaugurate. The Government has in its hands a proposal which has been considered by committees of the Senate of the University, and which has also been approved by members of the medical profession, for the commencement of a post-graduate medical school as the first step in the formation of a full-scale undergraduate medical school.

There are many of us who believe that the first step should be to provide training for our own men who have qualified and to raise the whole standard of medical practice within this State. I cannot remember Dr. Hunter's own words as to the ancillary services provided, but I will say that the present arrangements are certainly below standard. It seems extraordinary to try to rectify the position by providing extra subsidies—as the Commonwealth Government is doing—for people to attend hospital, make inquiries as to what extra hospital accommodation is required and yet make no effort to bring up to normal standard the facilities with which the profession has to work and endeavour to train and teach those who follow them.

I plead with the Government to make a statement as to what is its considered opinion of the scheme which has been placed before it for the formation of a post-graduate medical school. When I spoke last year in this Chamber I outlined, more or less, a set-up for such a school and said it would be essential to have, first of all, a professor of pathology or physiology who would take care of the whole of the investigational services of the Royal Perth Hospital and build a medical school around them which would then become the centre of integrated services in

this State. Such a school would then be the training ground for radiological and biological technicians who would fill these regional hospitals to be built throughout this State and take modern medical services to the people instead of, as at present, bringing almost anyone to the metropolis who has no knowledge of advanced services and investigation.

That proposal has a lot to recommend it and I feel that the time has certainly arrived when the Government should make a pronouncement as to whether it desires a post-graduate medical school. Such a suggestion was made to the Government for the simple reason that it required the absolute minimum of building construction. We were informed that it was not money that would prevent the inauguration of a medical school, but bricks and mortar. This school would not require much in the way of bricks and mortar but would need men with brains, and they are available in various parts of the Empire to which we could apply.

For the moment I will leave the question of hospitals and health services and move to something which members will regard as completely off my beat. I refer to the question of traffic in Perth. I have driven through this city for many years and as the number of cars has increased I have noticed the slowing down of traffic through the city. I now doubt whether traffic travels through the metropolis as fast as horse-drawn vehicles did years ago. One of the reasons for that is our present method of conducting the traffic which teaches the motorist to hug the centre of the road not only in the metropolitan area, but also in the suburbs and even on the country roads.

Even on a highway, such as Stirling-highway, nobody seems yet to have learned that the slow-moving traffic keeps to the left and the fast-moving traffic keeps to the right. In other words, the centre of the road is for traffic that is moving along and the left is for the slow-moving vehicles which either desire to travel slowly or intend to turn in either direction. If one drives a car down St. George's-terrace and proceeds eastwards, it will be found that at the corner of Barrack-street—or William-street—and St. George's-terrace one will be held up by someone travelling west and holding out his right hand as a signal to the policeman that he desires to go to the right. The moment the policeman allows him to go in the direction desired he holds up the eastbound traffic while he circles around. This situation occurs at every city street corner.

Whilst this method of regulating the traffic is permitted, there will never be lights in the City of Perth because they cannot function on that principle. They can function when the motorist learns that he must hug the left-hand side of the road if he desires to turn. We have been told that this cannot be done in our city

because of the narrow streets and intersections. Recently I wrote to the Minister and suggested that the method could be altered if the pedestrian crosswalks were set back six to 10 feet at the intersections. That would then leave a space for the cars that desired to turn, to enter and to await the signal for them to move in the direction they wished to go.

Just imagine a car travelling west along St. George's-terrace approaching William-street with the intention of turning into William-street. That car would then proceed into that 10 feet space at the intersection, drawing as far over to the left as it possibly could and waiting there while the traffic continued west along St. George's-terrace. At the same time, the traffic would proceed east and the through traffic would continue while the car in the 10 feet space would await the signal to turn. The moment the signal was given for the traffic to travel north and south that car would be the first to go along with it. That is the method used in Melbourne and also widely used all over the world.

The introduction of that system would allow the provision of lights at street corners. I believe that this is acceptable—I certainly believe it is practicable—because we have tried it out and, as I have said, I have written to the Minister and the matter has been discussed by the members of the Traffic Branch. I do not know what they have reported to the Minister. I believe it would ease at once the problem of our metropolitan traffic. The other day it was interesting to see how the public reacted to a Gallup poll concerning the introduction of lights. It is essential that they be introduced if we are to bring our traffic up to the standard of modern ideas and if we are to prevent accidents at intersections. When people realise that an intersection is somewhere where one has to slow down, then that same respect is likely to be extended at other intersections, whether in the metropolitan area or in the suburban area.

If someone were to inquire into the number of accidents that have occurred at intersections, I am sure he would be surprised. It is purely because of the individual. There is no law relating to intersections, and each person tries to cross at those points first. I understand that the Traffic Act needs a good deal of tightening up from the point of view of establishing that the right-hand traffic has the right of way. That would ease things considerably at outer intersections because it is a generally recognised rule amongst motorists throughout the entire world that the driver to one's right has the right of way. I understand it is not yet fully recognised in this State, even for legal purposes.

It is a wonder to me, and also to many other persons who for long years have motored in this State, that certain other elementary rules have not been applied in order to avoid some of the lamentable

accidents that occur in our streets. Motorists today tear out from side streets into main roads with no idea of stopping whereas in most large cities it is now mandatory to stop before entering the highway or thoroughfare that has been declared a main road. This would certainly have its effect in stopping some of the accidents which we have unfortunately witnessed or learned of within recent times.

Hon. G. Fraser: I think that provision is in our Traffic Act.

Hon. J. G. HISLOP: It is not enforced.

Hon. Sir Charles Latham: It is enforced in places.

Hon. J. G. HISLOP: It is not enforced often enough.

Hon. G. Fraser: I have known of prosecutions for it.

Hon. Sir Frank Gibson: On the main highways?

Hon. G. Fraser: Yes.

Hon. H. Hearn: They go into St. George's-terrace without stopping.

The PRESIDENT: Order!

Hon. J. G. HISLOP: Mr. President, I will not now attempt to answer members on the questions I have raised controversially, principally because I think this is a matter that can well be discussed within the House.

Hon. G. Fraser: The interjections show that the hon. member is dealing with a controversial subject.

Hon. J. G. HISLOP: That is all right. One of the other things which I think should be introduced is the prevention of "U" turns in our streets because one can see how a motorist holds up the traffic when he makes such a turn in order to travel in the opposite direction. There are certain countries where, if a man executes a "U" turn, he spends the night in gaol. Something must be done to stop the accidents. If any member has suggestions by which he can teach motorists to have a better conception of the rules of the road than they have here, then I think his suggestions would not only be acceptable but would be welcome.

Hon. A. L. Loton: Have you any suggestions?

Hon. J. G. HISLOP: I have looked well into it. I realise, too, that we will have to consider the prevention of parking within the city area. One of the interesting sides to my visit abroad years ago was the discovery that in the large cities the big emporiums had seen for themselves that it was becoming impossible for their motoring customers to draw up in front of their establishments to purchase goods, so they had moved out of the centre of the city to the suburbs and there provided parking grounds around their buildings.

Whilst they still had big central emporiums in the city, some five or ten miles out they also had these extensive branches where their motoring clients could park and shop at will. One of the firms that has the enormous parking grounds is Sears Robinson. I think one may see that idea being adopted within our city much earlier than in others.

Hon. H. Hearn: There is a big future for Victoria Park, then.

Hon. J. G. HISLOP: Yes, there is.

Hon. G. Fraser: I know a certain firm in Victoria Park that has not got parking facilities.

Hon. J. G. HISLOP: These are some matters to which attention must be devoted as the traffic increases. I have been told that I so seldom deal with subjects that are controversial that I feel I must do something about it, so here goes with one subject that is controversial. I ask the Minister whether, as soon as possible, he will place on the Table of the House a plan of the exits from and entrances to the Causeway, both in respect of the provisional scheme and of the finally accepted plan. I make this request so that members can see for themselves whether they regard those proposals as satisfactory.

Whatever I have seen with respect to the so-called circles or circuses—they might well prove to be circuses in view of what is likely to happen—suggests that the whole design has apparently been to slow up the traffic. I believe that will apply to the circus at the Victoria Park end of the Causeway, and certainly the provision there will be likely to slow up the traffic rather than to speed it on. In order to take the traffic over the Causeway adequately, it will be essential for the getaway to be as rapid as possible. If members consider the Victoria Park end of the Causeway, they will appreciate that there will be three lines of traffic going over on the left side and they will have to join up with the circle and go round, one dropping off on the Great Eastern-highway, one at Shepperton-road and Albany-road, and one going round to Canning-highway.

At the same time, provision has to be made for the traffic proceeding west to join the circle and make its way along the right-hand avenues of the Causeway. The modern idea respecting exits from bridges is to see that the traffic proceeding in two directions does not mix. I had the impression that the original plan for the Causeway—apparently I was quite wrong in that respect—was that it would continue over the top of Canning-highway before the roadway reached ground level. It now appears that that is not the proposal and the Causeway will join up with the land much closer to the water's edge than I thought was proposed, and there will certainly be no room for the traffic to be brought under the bridge itself. I

believe that in years to come when the land on the northern bank of the river is resumed above the Causeway area, there will be a river drive continued around from the Canning-highway. It will be essential for the traffic from the circle to the Causeway to continue out on that road and it will have to make a considerable detour in order to proceed along the road going north. That is so because it is not possible to cross at right angles the traffic coming east and west on the Causeway.

It seems to me that even at this stage it might be wise to consider whether the eastern end of the Causeway could not be lifted sufficiently to take the traffic over the top of the Canning-highway and to bring the exits taking the traffic from Victoria Park and the south side of the river over viaducts so that the traffic proceeding west from Shepperton-road, Albany-road and the Great Eastern-highway could continue more effectively on the Causeway and thus into the city. By that means lines of traffic would not have to cross each other along the Canning-highway but one section could be taken over viaducts in whatever direction was considered necessary. The plan with regard to the Causeway may, of course, work; but it will work for only a few years, after which effect will have to be given to something along the lines I am suggesting.

Hon. H. Hearn: Should it not be wider? The Causeway is obsolete now.

Hon. J. G. HISLOP: I am not worrying about that phase. If we have only three lines of traffic it may make provision for some years, but my view is that there will be a blockage at the Victoria Park end, the effect of which will be to slow up traffic as it tries to get away. With the extension of Victoria Park, South Perth and other areas, while existing provision may be adequate for a few years, it is certain that instead of there being only one-way traffic at certain periods, there will be two-way traffic over the Causeway all day long. It may be far too late now to do something about it, but it seems to me that the only thing necessary to do is to lift the pylons three or four feet higher so that the Causeway may be continued at greater height and so allow for the provision I suggest.

Hon. G. Fraser: I think you have something there.

Hon. J. G. HISLOP: If the bridge is allowed to continue to the edge of the river bank and we have four or five lines of traffic, the position will become impossible. If members were to drive over the proposed temporary circle as it is at present, they will realise that the whole of the three lines of traffic crossing the Causeway in an easterly direction must enter the circle. I doubt whether much more than three lines of traffic could be

handled by that means; in fact, I believe a much wider provision would be necessary. If members want me to indulge in controversial topics, I will oblige them by predicting that there will be a hold-up of traffic at the Victoria Park end of the Causeway under the present proposals. That is why I ask the Minister to place on the Table of the House as soon as possible the plans I have mentioned for the handling of traffic at the eastern end of the Causeway.

My belief is that at this stage we must consider the situation not as making provision for a few years but for many years, because the Causeway is the main artery for traffic from and to the south side of the river. If we leave any alteration to the scheme till a later date, it will be more difficult to deal with than it is today. The reason why I suggest that the trouble could be overcome by the adoption of the viaduct system is that when I was in America I travelled across the bay from San Francisco to Oakland by bridge, and the traffic approached by means of several viaducts that ran for considerable distances before descending to ground level. The bridge took eight lines of traffic, four each way, and 40,000 cars crossed over in one day. On that basis with three lines of traffic we should be able to cope with the situation here for some years to come, provided that the outlets from the Causeway allow sufficient speed in the get-away.

There is another controversial point that I raise. I understand the Government has decided to hand over Heirisson Island to the National Fitness Council. It is estimated that 10,000 young people will be playing sports there at week-ends, and we may take it that that number will gather there for that purpose. I want members to visualise the position and realise that the only access for those young people to the island is over the Causeway. Thus we will be adding still further to the traffic problem there, particularly at week-ends. That will apply to the greatest extent during the period of race traffic, which is usually at about 5 o'clock. At much the same time all those youths who have been playing on Heirisson Island will be returning by means of motor cycles and other conveyances. Some will cross against the race traffic and others will join it and will proceed against the traffic.

On those grounds alone, I claim that Heirisson Island is an unsuitable place for the National Fitness Council to have its playing field, unless the Causeway is built higher so as to allow some of the traffic to cross under it. Unless something along those lines is done, we will be in still further difficulty. In the circumstances, I question, in view of the present proposals regarding the Causeway, the wisdom of handing over the island for the purpose of playing grounds for young

people associated with the national fitness organisation. There must be many areas in the vicinity of Perth that could be better used for such a purpose and if we are to reclaim the bank of the river as far as Mt. Lawley at any rate, there will be ample provision there for playing grounds without the necessity for the youths of today to travel over the most dangerous highway in the State.

There is a second reason that I quarrel with the proposition. If anyone were to go to the W.A.C.A. ground on a wet Saturday afternoon, he would see that the ground is almost a lake. This is so because the area being only a little above water level, drainage is almost an impossibility. The situation at Heirisson Island will be just as difficult. I say that because I learn from a most reliable authority that last year when the Rotary Club at Victoria Park held a carnival on the south bank of the river a military contingent used some sort of missile that was fired on to Heirisson Island. When they went to recover the missiles, they found that the majority were embedded in water. The missiles had broken through the light crust of earth and were down in water. I understand that it will cost £100,000 or more to build the island up sufficiently to enable it to be properly drained. We should ask the Government to say whether the statements I have made have any foundation. What is it proposed to do at Heirisson Island with regard to sanitary services for 10,000 people who will use the playing fields?

Hon. J. A. Dimmitt: There will be spectators there as well as players.

Hon. J. G. HISLOP: Of course. It is possible that the expected figure of 10,000 includes onlookers. But how are we going to drain the sanitary services? We will have to pump from Heirisson Island into the sewers. We cannot just drain the sewage into the ground because we cannot pollute the river. Therefore consideration must be given to the sanitary services of Heirisson Island. So I believe that on three grounds—that we are asking the young people to run the risk of the major traffic centre of the city; that the island cannot be made into a playground without huge expense; and that it cannot provide proper sanitary services without pumping stations—Heirisson Island is a most unsuitable area for the national fitness people as a playing ground.

Hon. L. Craig: What about the Esplanade? That used to be under water.

Hon. J. G. HISLOP: It is still under water to a large extent, but it is much better.

Hon. H. S. W. Parker: What do you suggest Heirisson Island should be used for?

Hon. J. G. HISLOP: I would like an investigation made as to whether it could not be used for a botanical garden. I feel that if we put a thing of beauty like a botanical garden on Heirisson Island, the entrance to Perth would be greatly enhanced.

Hon. Sir Charles Latham: If the water is so close to the surface, we could not grow anything much.

Hon. J. G. HISLOP: I would like some answer to the question as to whether a botanical garden is possible. It may be that there is such a small crust of soil there that it would be impossible to plant anything like large trees. We might plant small shrubs, but the roots of trees would perhaps become waterlogged; so that it may not be possible to arrange for a botanical garden to be established there.

Hon. H. S. W. Parker: It has been done in the Supreme Court gardens.

Hon. J. G. HISLOP: Let us have the question answered by those who have the knowledge as to whether it is possible to turn Heirisson Island into a botanical garden. I venture back to the question of milk. I have been very interested to learn of Sir Earle Page's scheme to give to all children under 12 years of age an amount of milk daily not exceeding, I think, half a pint. It is estimated that this will increase by 1 per cent. the milk supply in Australia. The quantity of milk that will be required is 7,000,000 gallons per year, and I think that is said to call for an increase of 1 per cent. in the total production. I fail to see how that small increase in the actual consumption of milk can do very much towards increasing the national fitness.

The whole question of providing food for children outside their own homes is very difficult. Mr. Gray spoke about it the other day, and he expressed the opinion, I think, that it might even be wiser to provide for a luncheon for children. But I wonder whether we are on the right track. I wonder whether the people of Australia really want taxing for social services to provide this small increase in the dietary of children. I wonder whether an attempt to raise our own standard of living would not be the better course. Are we not going in the wrong direction in taking away from the homes the feeding of children? One of the reasons we have moved in this direction, I think, is the absence of domestic help in homes. I doubt very much indeed whether giving milk to children would help to increase their fitness nearly as much as trying to provide some domestic help.

Hon. G. Bennetts: Where are we going to get the milk? On the Goldfields we have not even been able to get powdered milk or babies' food for children.

Hon. J. G. HISLOP: Let me go on a bit towards that. I do think that as a nation we must wonder whether we are not, by our whole economy, destroying home life, and whether we are not using these, shall we say, extra-domiciliary schemes in order to get over some of the difficulties we have created by our own economics. There is another side to this milk storage problem. As Mr. Bennetts has said, where will we get the milk? That commodity has been in short supply during the recent summer months. I am going to ask the Honorary Minister for Agriculture whether he will not make a further move in this matter of the supply of milk to the people by considering the suggestion made by someone—I do not know who—in "The West Australian" a month or so ago, that the Milk Board be absorbed into the Dairy Products Marketing Board.

It seems to me that we are dealing with this whole problem of milk in a patchy manner, whereas we should view milk as a whole industry. There was a time, I believe, when the be-all and end-all of the farmer was the production of butter; but today it is the production of milk; and rather than have a board which, in my opinion, has proved restrictive in the supply of milk and is granting permits for certain people under certain conditions, I should like to see an attempt made to produce all the milk we possibly can. The only way to approach the problem is to regard milk as a complete industry. I would like to see those depots that receive milk receive whole milk, and then have an allotment, if possible, on a basis of public needs. The public need for whole milk should stand as No. 1 priority. Then should come, as No. 2, possibly the supply of cream.

Thirdly, should come butter, and then there are an enormous number of other side avenues to milk. There are, for instance, dried milk and skim milk, cheese, plastics, and the feeding of pigs, all of which call for a certain degree of priority in the distribution of the milk supply, and for an overall view to be taken, as is taken of dairy produce by the Dairy Products Board, whose only duty seems to me to be to organise marketing and not restrict production. That, to my way of thinking, would be the better means of approaching this whole problem. Another factor that must be taken into consideration is that not so very long ago the Commonwealth Government adopted a policy of beef production as one of the major industries of Australia.

Some of the land which is now being taken up for farms is first-class dairying country and could be reconverted by a change of policy for the provision of milk if the Commonwealth Government regards milk as so essential to the health of the community. There are other factors which

must be taken into consideration. If we are to obtain the best efforts of those engaged in this industry, and if we are to secure a full supply of milk, we must alter our economic outlook towards the man who produces milk and the man who works in the dairy. I have made a number of inquiries around the country, and I find that men who have had large dairies have given them up solely because, when taxation is taken out of the profits, what is left does not make the work they have done in the dark hours of the morning worth while.

Hon. G. Bennetts: They are not satisfied with the Milk Board, either.

Hon. J. G. HISLOP: There are many men who work as employees in dairies who feel that, in view of the fact that they work at times when most of us are inclined to regard bed as being the proper place, they should receive something more than the basic wage. This proposal of the Commonwealth Government to give to children an extra daily supply of milk brings up problems which this State must answer if we are to accept this scheme. It is a big scheme and one that will require possibly the re-organisation of the whole of our dairy industry; and it is one upon which I would like our Honorary Minister for Agriculture to report.

I have one final subject to touch upon, and I approach this problem with a feeling that I know what I am doing. I am taking responsibility for what I am going to say, and I approach the subject with a degree of solemnness which I do not often feel when speaking about matters in this House. I am going to request the Government to appoint to the Health Department trained social workers who shall investigate alcohol and its effects in our community. I am growing appalled at the public attitude towards alcohol—not so much towards alcohol but the excessive use of it, and to the man who commits the offence of indulging in an excessive amount of alcohol. That man today is almost excused by the man in the street, and it is something which is eating into the lives of Australians in a way that must be deplored. It is becoming one of those national factors which, if we are to survive, we must defeat. Today the chronic alcoholic is looked upon as and is known to be a very sick man, and a man who must be given treatment in a proper manner. That will be provided for as medical science makes progress in the treatment of this condition.

Today there is very little provision in this State for treatment of the chronic alcoholic. If he is to be placed in an institution, that institution must be Claremont, because there is no other. One hesitates to do that, sometimes possibly against the patient's interest. There are, on the other hand, a very large number who do not come into the category of

chronic alcoholics, but who do come into the category of what might be termed heavy social drinkers who are on the road to chronic alcoholism. I cannot stress too strongly to this House the effect of alcohol upon the life of the community. If members could see, as I do day after day, week after week, the problems and unhappiness brought into homes, broken homes and economic distress, all brought about by alcohol, they would begin to realise, as I do, that this is one of the major problems that we Australians have to face today. There must be an answer to this question. Australians are not the sort of people who easily give way to a scourge such as this. Therefore, in asking for the appointment of a social worker to inquire into alcohol, I feel that I am approaching the question in the sanest way possible.

I do not believe that the prevention of the consumption of alcohol, or prohibition, will be successful for one moment. I have no desire to attempt to ban alcohol from our midst but I am asking that the full knowledge of the effects of alcohol be placed continuously and ceaselessly before the public in order that they may develop a different attitude. The toll that alcohol takes upon those who serve liquor is extremely great. I have seen men, quite a number of them in this State, who have owned hotels, or managed hotels, and who have just degenerated completely. Many of them have died purely from alcoholism. I believe that their deaths are entirely due to the fact that we have a wrong method of handling alcohol.

Those are some of the factors which this social worker could inquire into. I make this plain statement that if any of us go into a cafe and ask for tea to be served to us we do not ask the proprietor to drink a cup of tea with us. However, in many hotels round the city the proprietor is expected to be the guest of some individual who has gone in by himself to have a drink of alcohol. Much of that has started the degeneration, or deterioration shall we say, of the physical and mental condition of these men.

Hon. H. Hearn: What qualifications would this social worker need?

Hon. J. G. HISLOP: Today there are social workers trained in almost every one of the big universities. Melbourne provides social workers who could do this work. I point out that excessive use of alcohol is not only something that causes physical degeneration, but it also causes mental degeneration as well. The number of individuals who, when they have become so deteriorated, actually inflict physical damage on their wives and families, is not small. Then, when they reach the state of being disorientated in both time and space, they end up by being put into some institution to be cared for.

Just recently I wrote to the newspaper regarding the method of cleansing glasses at a football ground and I made it very clear that the method adopted was quite unsatisfactory. But, what staggered me more than that was the fact that alcohol was such a vital necessity to so large a number of men at a football match that they really did not care whether their glasses were clean or dirty. I want to raise public opinion on this question of alcohol. Frankly, I believe that our whole method of licensing is such that it brings an air of mystery to alcohol which makes it more acceptable to the individual. If we gave licenses to all places which serve meals of a standard acceptable to the Commissioner of Public Health and the Commissioner of Police, we would rid alcohol of a lot of its present mystery.

Hon. E. M. Heenan: Is this country any exception to other countries of the world?

Hon. J. G. HISLOP: I have seen many other countries but I have not there observed the effects of alcohol so obvious and to the same extent as I have here. But I am not criticising other countries; I am simply stating that this is a problem in our midst and if we are to be a fit nation, then we must combat the question of alcohol somehow. There are many people who agree with me and many wives who agree with my views. A hotel has almost become a place in which men only drink.

Hon. E. H. Gray: Not now.

Hon. J. G. HISLOP: Let me go a little further. By the introduction of the bar, the lounge has been extended to cater for a form of drinking which permits both sexes to participate. But, members will see at almost every hotel in the city today, and in the suburbs, 20 and 30 or more motorcars, belonging to men who are spending time in the hotel before going home. Members know I am not averse to having alcohol, but there are today many men who go to their homes under the influence of liquor. They are not drunk but are under the influence of alcohol; their judgment is, to some extent, destroyed and their attitude to home different from that which it would be if they were not under the influence of alcohol. The time may and will come when we shall regard alcohol as a drink which can be partaken by everybody, provided that the conditions under which it is supplied are sufficiently standardised. When that happens, we may find that a lot of this air of mystery will disappear.

I speak as I do because I have seen growing in youth—possibly as a result of the war and an alteration in the outlook of our people—a different attitude to alcohol. Only recently in the "Daily News" a commentator who sometimes offers some excellent advice, "Mary Ferber," made the statement that if beer drinking continued to increase at dances

young women would no longer wear their best frocks. That is a very different order of events to what happened in the adolescent period of members of this Chamber. Is it wise, is it sound, to allow our young people to adopt that attitude? Previously there was an attitude amongst young women that they would expect their escorts to dances not to drink; but, today, the fact that their escorts do drink is taken for granted. Is this attitude wise? I am asking only that the whole effect be watched.

I had an interesting insight into public opinion the other day when a visiting team of footballers played our team in this State. There were comments all round me that the visiting team—any visiting team—either now or in the recent past could not be expected to really put up a very good show against a home team because the visiting team had probably had too much hospitality extended to it. These were comments from people who had paid money to see this team play. Yet, they accepted that fact! Is that the correct public attitude to the use of alcohol? I am only asking. I do not think it is.

We have to face this question sooner or later. How many of our road accidents have their origin in alcohol? I would permit this social worker to investigate the breaking up of homes and claims for divorce to see whether there was an alcoholic problem behind them and whether the problem was not really one of medical care. I would allow her to investigate road accidents to see whether alcohol was the originator of them. I would also ask her to investigate the attitude of people to see whether there was a growing tendency to accept the excessive use of alcohol as being part of normal conduct.

Hon. E. M. Heenan: To get anywhere you will have to make more practical suggestions than those.

Hon. J. G. HISLOP: If there are more practical suggestions, then I am quite willing to receive them. I am putting the question before this House because this Chamber must, at some time, consider it, even if my suggestion is refused as being ridiculous. I say quite frankly that the social worker could perform a useful function. I am certain that if that social worker could produce to the public time after time evidence of the effect of alcohol upon our community life, much good would result. As a public we are accepting alcohol and its excessive use and forgetting that it is something that can eat, like a cancer, into our very midst.

The whole method of handling alcohol is incorrect and if we had a wider approach to it as a useful adjunct to meals and if we permitted a wider use and did not restrict it, as do the present licensing laws, to a selected few, we would rid the

community of a lot of the present dangers that I can see growing day by day and week by week. I speak like this in all seriousness and with a knowledge of the responsibility I have. I frankly believe that this is a question which these people of ours—not only here but throughout the whole of Australia, and quite irrespective of whether other nations are faced with the same problem—must meet and combat.

The Minister for Transport: Would you advocate a reduction in the strength of alcohol?

Hon. J. G. HISLOP: Certainly I would. I attempted to get figures from all over the world as to the alcoholic content of the various drinks but I do not seem to have progressed very far with it. I believe that a reduction in the alcoholic content would be wise. It is something which, after investigation by a socially trained person such as I have suggested, might be acceptable to this House. This is a question which we cannot ignore; it is a danger in our midst and we, as legislators for the people, must face it. We must give thought to the question and to some means of combating it. I support the motion.

On motion by Hon. J. M. A. Cunningham, debate adjourned.

House adjourned at 6 p.m.